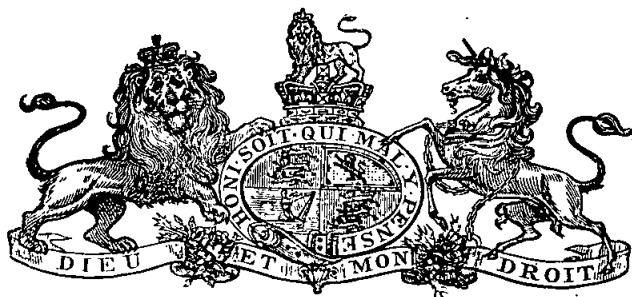


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SECOND SUPPLEMENT
TO THE
VICTORIA
GOVERNMENT GAZETTE

OF WEDNESDAY, JULY 26, 1905.

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SATURDAY, JULY 29.

1905.

VICTORIAN RAILWAYS.

BY-LAW No. 186.

THE Victorian Railways Commissioners, in pursuance of the powers conferred in that behalf by the Railways Acts, do hereby make the following By-Law to take effect on and from 1st August, 1905, and do hereby repeal all previous By-Laws, Conditions, Regulations, Instructions, Classifications, Rates, and Charges which conflict therewith:—

The several Rates and Charges for the carriage of Goods, Wool, and Live Stock on the Victorian Railways, and the Classification, Conditions, and Regulations under which such Goods, Wool, and Live Stock will be carried, shall be those set forth in the Schedule hereto.

SCHEDULE.

DEFINITIONS AND INTERPRETATIONS.

Wherever in the Goods Rates Book the following terms are used, they shall have the meaning prescribed in the definition or interpretation shown hereunder in respect of each term:—

| TERM. | DEFINITION OR INTERPRETATION. |
|-------------------------|--|
| COMMISSIONERS | The Victorian Railways Commissioners. |
| RAILWAYS | The lines of railway worked by the Victorian Railways Commissioners. |
| PIER | Any Railway Pier, Wharf, or Jetty, or any Railway Breakwater, if used as a Pier, vested in or under the jurisdiction of the Victorian Railways Commissioners. |
| PIERMASTER | Any Railway Piermaster, Acting or Assistant Piermaster, Station-master, Assistant Station-master, or other duly accredited officer in charge of a Pier for the Victorian Railways Commissioners. |
| CONSIGNOR | The company, firm, person, or persons consigning the goods or live stock for carriage. |
| CONSIGNEE | The company, firm, person, or persons to whom the goods or live stock are consigned. |
| CLASSIFICATION | The schedule in this book specifying the various kinds and descriptions of goods and the classes in which they are placed. |
| CONSIGNMENT | Any parcels, goods, or live stock consigned by one <i>bond fide</i> consignor at the forwarding station to one <i>bond fide</i> consignee at the station of destination delivered on one and the same day to the Commissioners for carriage, and entered on one consignment note. |
| CONSIGNMENT NOTE | A form approved by the Commissioners to be used for consigning goods or live stock, and signed by the consignor or by some person authorized by him for the purpose. |
| LOT | Any quantity of goods of one or more classes consigned by one or more <i>bond fide</i> consignors at the same forwarding station to one <i>bond fide</i> consignee at the station of destination, and delivered to the Commissioners on one and the same day. A "Lot" may consist of one or more consignments or parts thereof. |
| GROUP | Any combination of two or more of the classes of goods which constitute a "Lot" or a consignment. |
| RATE | The charge fixed by the Commissioners for the carriage of a specified weight, number, quantity, or measurement of a specified kind or class of parcels, goods, or live stock for a specified distance, or between specified places, subject in every case to the "Conditions of Carriage" and the Classification. |
| TARIFF RATES | The whole of the rates prescribed in the Goods Rates Book or in any authorized amendment thereof or addition thereto. |
| MILEAGE RATES | Rates based on distance, irrespective of locality. |
| LOCAL RATES | The rates on new lines of Railways in respect of which it is prescribed by Act of Parliament that the rates to be charged thereon shall be as though such new line or lines of railway were detached and separate from other lines of railway. |
| DISTRICT RATES | Rates other than "mileage or local rates," applicable only between specified places. |
| COMMODITY RATES | Rates, other than "mileage," "local," or "package" rates, applicable only in respect of specified articles. |
| PACKAGE RATES | Rates applicable to single packages of specified descriptions. |
| THROUGH RATES | Rates covering carriage on the Victorian Railways, together with carriage on other railways, or by water or other means of conveyance. |
| SPECIAL RATES | Non-Tariff Rates, viz., Rates other than those prescribed in the Goods Rates Book or any authorized amendment thereof or addition thereto. |
| FREIGHT CHARGE | The amount due to the Victorian Railways Commissioners for the carriage of parcels, goods, or live stock. |
| RECONSIGNMENT | A change in the original destination-station of truck loads of goods made under the prescribed conditions. |

GENERAL CONDITIONS FOR THE CARRIAGE OF GOODS AND LIVE STOCK.

Supplementary conditions as follow are shown on the pages specified, viz. :—

Agricultural Shows, page 17.

Explosives, page 19.

Live Stock, page 96.

1. CONDITIONS TO BE ADHERED TO—

No officer or employé of the Commissioners has any authority to dispense with or vary any of the provisions of the By-laws of the Commissioners.

All traffic is carried subject to the Railways Acts and to the By-laws of the Commissioners.

2. NON-LIABILITY OF THE COMMISSIONERS.

(a) The Commissioners will not be liable for the loss of, or injury to, any article or articles, or property of the descriptions following, that is to say:—Gold or silver coin of the realm or of any foreign State, or any gold or silver in a manufactured or unmanufactured state; or any precious stones, jewellery, watches, clocks, or time-pieces of any description; trinkets, gold or silver ores, bills, notes of any Bank; orders, notes, or securities for the payment of money; English, Colonial, or Foreign stamps; maps, writings, title-deeds, paintings, engravings, pictures, gold or silver plate or plated articles, glass, china, silks in a manufactured or unmanufactured state, and whether wrought up or not wrought up with other materials; furs, lace, or opium, or any of them, which shall have been delivered for carriage by the Government railways, when the value of such article or articles of property aforesaid shall exceed the sum of ten pounds, unless at the time of delivery thereof at the station or warehouse for the purpose of being carried, the value and nature of such article or articles, or property, shall have been declared by the person sending or delivering the same, and the increased rate for carriage hereunder set forth shall have been paid to and accepted by the officer duly authorized to receive the same.

(b) The following are the increased rates to be paid upon articles (which must be properly protected) carried at Commissioners' risk, except where otherwise specified, the amount to be prepaid upon consignment of the goods :—

| Distance in miles. | Per cent. on declared value above £10. | Minimum charge. |
|-----------------------|--|-----------------|
| | s. d. | s. d. |
| 1 to 101 miles | 10 0 | 2 0 |
| 102 to 251 „ | 20 0 | 4 0 |
| Over 251 „ | 30 0 | 6 0 |

3. (A) The Commissioners will not under any circumstances be responsible for loss or mis-delivery of any goods improperly or insufficiently marked, directed, or described, nor for loss of, or damage to, any goods which they or their employés may consider to be insufficiently or improperly packed or secured; nor will they be responsible for any loss or damage occurring to goods consisting of a variety of articles in the same package liable by breakage to damage each other or other articles, or arising from leakage due to bad vessels, or bad cooperage, or to fermentation.

(B) Nor for damage to any articles of a fragile or brittle nature, such as marble ornaments or statuary, musical instruments, furniture, or toys, which are, in the opinion of the Commissioners or their employés, more than ordinarily hazardous, unless they shall be declared in writing, and properly packed and protected, and the additional Risk rate be paid. Furniture and fragile articles, simply covered with canvas, or paper, or in frail skeleton frames, will be treated as unprotected.

(C) Nor for loss of or damage to fruit, fish, meat, poultry, game, and other perishable articles arising from the perishable nature of such articles, or from the same not being taken away forthwith on arrival at the destination station.

(D) Nor for the quantity or condition of goods loaded or unloaded by the consignor or consignee at private sidings, unattended stations or sidings, or stations or sidings in charge of women.

(E) Nor for any loss arising from delay in the delivery of goods which may have been occasioned by flood, storm, tempest, or other unforeseen cause, nor will they be liable for any loss or injury in connexion with the receipt, carriage, or delivery of goods, unless occasioned by the neglect or default of the Commissioners.

(F) Nor for any loss of or injury to any articles, goods, or things put into wrappers, boxes, packages, cases, or baskets, marked, described, returned, delivered, or represented as "Empties."

4. LIABILITY DURING TRANSIT—

Goods classified under Classes M, AP, A, B, and C, and all other goods carried at rates less than Class I, will be carried at Owner's risk, but if such goods are to be carried at the risk of the Commissioners, it must be so declared on the consignment note, and 10 per cent. in addition to the ordinary freight will be charged; minimum, 1s.

Any goods in Classes 1, 2, and 3, specified in the Goods Rates Book to be carried at the risk of the owner, may be carried at the risk of the Commissioners if the consignor so declares on the consignment note, and pays an additional amount of 10 per cent. of the freight charge in the case of Classes 1 and 2, and 25 per cent. in the case of Class 3; minimum, 1s.

The Commissioners shall be held exempt from all liability in case of loss, detention, injury, delay, or damage in respect of goods carried at the risk of the owner, except upon proof that such loss, detention, injury, delay, or damage arose from the wilful misconduct or wilful negligence of the Commissioners.

Provided that the Commissioners will not accept for carriage at their risk any frozen and chilled products, fresh meat, fruit, honeycomb, fish, poultry, game, and other perishable articles, or any explosives or goods of an inflammable, corrosive, or dangerous nature, neither will they accept any articles which, on account of their fragile or brittle nature, are, in the opinion of the Commissioners or their employés, more than ordinarily hazardous, unless such goods are properly packed and protected. Furniture and fragile articles simply covered with canvas or paper, or in frail skeleton frames, will be treated as unprotected.

5. CONTENTS OF PACKAGES TO BE SPECIFIED—

The Commissioners will not be bound to receive or forward any packages, whether at their risk or at the risk of the owner, unless the contents thereof be specified at the time of delivery for carriage. The Commissioners reserve the right to refuse goods which they or their employés may adjudge to be unsafe or unfit for carriage.

Attention is called to Sub-section (3) of Section 7 of Act 1946 repeated hereunder:—

The Commissioners may test, gauge, or open any cask, case, package, parcel, or consignment whatsoever, of goods or merchandise delivered or offered to the Commissioners for transmission by railway, and may examine and inspect the contents thereof in order to ascertain and determine whether the description, value, quantity, number, nature, and character of such contents are correctly described in the consignment note, or invoice, or bill of lading, relating to such cask, case, package, parcel, or consignment.

6. TIME OF ARRIVAL OR DELIVERY NOT GUARANTEED—

The Commissioners do not guarantee under any circumstances the arrival or delivery of any goods (perishable or otherwise) at any particular time, by any particular train, or for any particular market; neither do they undertake to advise consignees of the arrival of goods.

7. ADDRESSING—

All goods must be fully and distinctly addressed, or either branded or marked with the designated Railway Station marks which are scheduled on pages 131 to 142.

8. CONSIGNMENT NOTES—

(A) All Goods delivered to the Commissioners for carriage shall be accompanied by a proper consignment note, in such one of the forms prescribed on pages 126 to 128 hereof, as may be required. Provided that if a satisfactory undertaking be given by any consignors on the form approved by the Commissioners, the consignment notes supplied by such consignors may, if considered suitable, be accepted in lieu of the consignment notes in the forms prescribed on pages 126 and 127 hereof.

(B) A full and accurate description of the goods so delivered shall be entered on the consignment note, which must be signed by the consignor, or by some person authorized by him for the purpose.

(C) The acceptance of a consignment note by or on behalf of the Commissioners shall not be regarded as evidence that the parcels, goods, or live stock specified therein have been received by them, unless the whole of the consignment is delivered to them at the same time with the consignment note, and a receipt therefor has been given by the proper officer of the Commissioners.

(D) The Commissioners will not accept delivery of goods for carriage to any unattended station or siding unless the consignor, or some person authorized by him for the purpose, signs a special consignment note in the form shown on page 127 hereof, and pre-pays all charges in respect of such goods.

Attention is called to Sub-sections (1) and (2) Section 7 of Act 1946, repeated hereunder :—

(1) If any person makes a false or misleading statement as to the description, value, quantity, number, measurement, or weight of live stock or goods delivered or offered for carriage or transit on any railway, or with respect to any consignment note or invoice or bill of lading, or refuses or neglects to give an account of any live stock or goods upon any railway, or to produce his consignment note, or invoice, or bill of lading to any officer or employé of the Commissioners demanding the same, or gives a false account or removes, interferes with, or conceals, or attempts to remove, interfere with, or conceal any part of such live stock or goods with intent in any such case to avoid the payment or to conceal the non-payment of any rates payable in respect thereof, every person so offending shall be liable, on conviction, to a penalty not exceeding Twenty pounds.

(2) If any consignment note, or invoice, or bill of lading in connexion with live stock or goods is presented, having the value, measurement, quantity, number, or weight of such live stock or goods understated, or the description misstated to the prejudice of the Commissioners on such consignment note, or invoice, or bill of lading, the person responsible for the payment of the freight for such live stock or goods shall be liable to the payment of double the ordinary freight charges otherwise payable on such live stock or goods.

9. CONSIGNEES REFUSING TO RECEIVE GOODS—

In the event of consignees refusing to receive goods invoiced to them, such goods will not be returned to the sending station until instructions have been obtained from the consignor, who will, if possible, be advised of the refusal.

10. HOURS FOR RECEIPT AND DELIVERY OF GOODS—

Except where otherwise specified, goods will be received and delivered at all stations open for goods business between the hours of 8 a.m. and 5 p.m. on days other than Saturdays, Sundays, and days declared by the Commissioners as holidays for goods sheds, and between the hours of 8 a.m. and 2 p.m. on Saturdays.

11. DETERMINATION OF WEIGHT—

All goods shall, except otherwise provided, be charged at the actual gross weight computed at 2,240 lbs. to the ton, and wherever in the Goods Rates Book it is prescribed in respect of any goods that the weight thereof shall be computed by measurement or by a specified number of packages to the ton, the Commissioners reserve the right to charge at the actual gross weight if considered advisable. For exceptions see page 62.

12. FRACTIONAL PARTS OF DAYS, HUNDREDWEIGHTS, PENCE, AND MILES—

The fractional parts of days, hundredweights, pence, and miles shall, unless otherwise specified, be charged as under :—

- (1) DAYS.—Any fractional part of a day as one day.
- (2) CWTs.—Any fractional part of 1 qr. less than 14 lbs. will not be charged for; 14 lbs. and over will be charged as 1 qr., provided that if goods in any class weigh less than 1 qr., they shall be charged as 1 qr., subject to the classification and the Tariff for "Smalls."
- (3) PENCE.—Fractions of one penny less than one half-penny will not be charged for; half-penny and over will be charged for as one penny.
- (4) MILES.—Any fractional part of a mile, in respect of State traffic, shall be charged as one mile; and in respect of inter-state traffic, fractions of a mile on each or either State's proportion of the through mileage shall be charged as one mile.

13. CONSIGNEES TO GIVE RECEIPT—

A written receipt must be given by consignees for all goods received from the Commissioners. The Commissioners may demand proof of ownership or an indemnity-note signed by two approved sureties, if there be any doubt as to the person applying for the goods being entitled to receive same.

14. DELIVERY OF GOODS—

The Commissioners reserve the right to deliver any goods at the address of the consignee, and to charge for such delivery, in all cases in which the consignor or the consignee of such goods does not give notice to the proper officer of the Commissioners that delivery will be taken at the railway station by the consignee.

15. FREIGHT AND OTHER CHARGES TO BE PAID ON DEMAND—

(4) The authorized charges on all goods must be paid on demand, and in default the Commissioners have the power to detain and sell the goods on which such charges are payable, or to detain and sell any other property which they may then or at any future time have in their possession belonging to the person by whom such charges are payable, in order to realize the amount due. If the amount realized be insufficient to cover all charges, the Commissioners may take legal proceedings to recover the deficiency.

(b) The Commissioners may require the charges in respect of any goods to be paid at the forwarding station, or they may permit the charges to be collected at the destination station.

(c) Credit for payment of freight and other charges will not be allowed except by special arrangement with the General Passenger and Freight Agent.

16. CLASS WEIGHT MINIMUMS—

The minimum weights which shall, except otherwise specified, be charged for the carriage of goods in the undermentioned classes, are as follow:—

Class "M" is applicable to truck loads of six tons and upwards—

When goods specified in Class "M" are consigned in quantities of less than six tons, and not less than two tons, the rates applicable to Class "A" shall be charged, and if less than two tons, the rates applicable to Class "B," provided that the charge shall not be more than as for six tons at Class "M," or two tons at Class "A" respectively.

Class "AP" is applicable to truck loads of six tons and upwards—

When goods specified in Class "AP" are consigned in quantities of less than six tons, and not less than three tons, the Special "AP" rates shall be charged, and if less than three tons, and not less than two tons, the rates applicable to Class "A," and if less than two tons the rates applicable to Class "B," provided that the charge shall not be more than as for six tons at Class "AP," three tons at the "Spl. AP" Rate, or two tons at Class "A," respectively.

Class "A" is applicable to consignments of two tons and upwards—

When goods specified in Class "A" are consigned in quantities of less than two tons, the rates applicable to Class "B" shall be charged, provided that the charge shall not be more than as for two tons at Class "A."

Class "B" is applicable to consignments of two tons and upwards—

When goods specified in Class "B" are consigned in quantities of less than two tons, the rates applicable to Class "C" shall be charged, provided that the charge shall not be more than as for two tons at Class "B."

Class "C" is applicable to consignments of two tons and upwards—

When goods specified in Class "C" are consigned in quantities of less than two tons, the rates applicable to Class 1 shall be charged, provided that the charge shall not be more than as for two tons at Class "C."

Class 1.—The charge shall be for the actual weight.

Class 2.—The charge shall be for the actual weight.

Class 3.—The charge shall be for the actual weight.

17. MINIMUM CHARGE—

In no case (except in respect of package rates or where a special minimum charge is specified in the classification) shall the freight charge on any consignment be less than as prescribed in the tariff for "Smalls."

18. DIVIDED CONSIGNMENTS—

Goods, with the exception of the undermentioned articles, consigned at one station by two or more consignors on the same day to the same consignee at the same destination station shall be treated as one consignment, provided the freight charge thereon be paid by such consignee, viz.:—

Butter, milk, cream, cheese, eggs, fish, fruit, hides, skins, honey, poultry (live or dead), rabbits, hares, vealers, and porkers.

19. CONSIGNMENTS CONSISTING OF GOODS IN TWO OR MORE CLASSES—

(A) **General.**—Subject to the provisions of Clause C, goods classified in two or more classes consigned to one consignee may, if it be cheaper than to charge separately for the goods in each class at the rates and conditions applicable to each class, be aggregated in one or more groups, and the total weight of each such group charged under the rates and conditions applicable to the goods in the highest class in each such group.

Provided that consignments which comprise goods specified in either of both of Classes M and AP, in truck loads of not less than 6 tons per four-wheeled truck forwarded from one consignor at one station to one or more consignees at another station, shall be charged in respect of each consignment or portion thereof specified under such class at the 6 ton rate of the respective class.

(B) **Six-ton Lots.**—The following Regulation in respect of the charges for the carriage of any lot consisting of not less than six tons of goods in any or all of Classes A, B, C, 1, 2, and 3, shall apply to such traffic forwarded from (1) Melbourne to Eaglehawk (*via* Woodend), Lancefield, Maldon, Maryborough and Daylesford (*via* Woodend and Ballarat), Stawell (*via* Geelong and Bacchus Marsh), Mortlake, and Beac, or from Melbourne to any station intervening on the routes specified between each of the places named and Melbourne; (2) Geelong to Stawell, Maryborough, Daylesford, Mortlake, and Beac, or from Geelong to any station intervening on the routes specified between each of the places named and Geelong.

Consignments for places beyond the radius specified will be given the benefit of this regulation for the portion of the journey within the radius.

- (1B) The actual weight of goods in Classes A, B, and C, forming the whole or a portion of such six-ton lot, shall, subject to the provisions of Clause C, be charged at the rates applicable to Classes A, B, or C, as the case may be, irrespective of the minimum weight applicable to each such class.
- (2B) On goods in any or all of Classes 1, 2, and 3, forming the whole or a portion of such six-ton lot, the rates therefor shall be reduced 10 per cent., provided that in no case shall such 10 per cent. reduction cause the net rate for goods in Classes 1, 2, or 3 to be less than 10 per cent. below the Class 1 Mileage Rates for the distance.
- (3B) Provided always that in respect of any mixed lot of this character, consisting of less than six tons, the goods in the lot shall, if it be cheaper than to charge for the same as prescribed in Clause (A) above, be charged as prescribed in Sub-clauses (1B) and (2B) hereof, and the tonnage short of six tons shall be charged at Class A rate.

(c) In respect both of Clauses (A) and (B), the charges shall in all cases be subject to the tariff for "Smalls," and the goods must be consigned and delivered to the Commissioners by one or more consignors at the same forwarding station on the same day for one consignee at the same destination station; also if any goods in Classes B, C, 1, 2, or 3 be reduced in class when consigned in specified quantities, or for any other reason, the rate of the class to which such goods are reduced shall be charged only when the specified quantity of such goods is consigned and any other reason under which such goods are reduced in class is complied with.

Provided that when several kinds of goods classified under the same class are reduced to the next lower class when in specified large quantities they may all be charged together at the rate of such lower class, if their combined weight is equal to the highest specified weight for any one description of the goods so grouped, and they are of such character that they can be loaded in the same truck.

20. TRUCK LOAD CONSIGNMENTS—

(A) Wherever in the classification of goods it is provided in respect of any goods that a lower rate shall be charged if a specified minimum tonnage be consigned and loaded in one truck, the truck may be loaded with such goods up to its full carrying capacity, and the quantity, if any, so loaded in such truck in excess of the specified minimum tonnage shall be charged *pro rata*.

(B) Wherever in the conditions of carriage it is specified that goods chargeable in any class shall be carried in truck loads, the minimum weight which shall, except otherwise specified, be charged in respect of such goods shall be six tons for each four-wheeled truck, and twelve tons for each bogie truck, and if the consignment consist of more than six tons, or twelve tons respectively, the consignor will be required to, as far as practicable, load the trucks to their full carrying capacity. Provided that in respect of any consignment of goods in Class AP, exceeding six tons, the whole of such consignment shall, conditionally on the consignors loading it in the least possible number of trucks, be charged at Class AP rates.

21. CONSIGNMENTS TO BE FOR ONE BONA FIDE CONSIGNEE—

Wherever in the Goods Rates Book it is prescribed, in respect of any rate or class, that a specified minimum weight must be consigned, it means that such minimum weight must be forwarded for one *bona-fide* consignee only; and if the goods are intended for more than one *bona-fide* consignee at destination, then the Commissioners reserve the right to charge for the goods separately as if properly consigned in the first instance.

22. CONSIGNMENTS, SMALL OR SPECIALLY VALUABLE—

The Commissioners do not accept for carriage by Goods trains any consignment weighing less than 14 lbs., nor any consignment of gold or silver plate, gold or silver in a manufactured state, watches, jewellery, precious stones, gold and silver coin or bullion, bills, bank notes, orders, notes or securities for the payment of money, stamps, or title deeds, but such consignments must be forwarded by Passenger trains at Parcels rates.

23. MILEAGE RATES TO BE CHARGED UNLESS OTHERWISE PROVIDED—

The mileage rates shall be charged in all cases except where other rates are published in the Goods Rates Book, or in authorized amendments thereof, or additions thereto, or except where otherwise authorized by the Commissioners.

24. LONG ARTICLES—

(A) Any article of such a length as to require more than one four-wheeled truck for its carriage will be subject to a minimum charge of 2 tons for each four-wheeled truck, whether such be used in carrying the load or as a safety truck.

Provided that if the trucks so used contain an average of 2 tons each of any kind of goods for the same consignee including such long articles, no extra charge in excess of the usual freight charge shall be imposed for the long articles, neither shall the extra charge be made in respect of any trucks acting as safety trucks to timber and other articles not exceeding 24 feet in length, which project over the end of the truck on which they are loaded.

Bogie trucks shall be regarded as equal to two four-wheeled trucks when carrying this description of traffic.

(b) The loading of long articles must be done to the satisfaction of the proper officer of the Commissioners.

(c) No long article which requires for its carriage the use of more than four trucks shall be received and carried, except under special agreement.

25. BULKY ARTICLES—

No person shall be entitled to have any article of goods carried by rail which, on account of its excessive bulk, would be inconvenient to transport, or which exceeds the measurements prescribed in the loading gauge (viz., 14 feet in height from the rail level in the centre, and gradually rounded to 11 feet in height at the sides, not more than 8 feet 6 inches across, and not projecting more than 6 inches over the truck at each end). Such articles shall not be received and carried except under special agreement. (See page 83.)

26. HEAVY ARTICLES—

The loading and unloading of heavy articles at stations or sidings unprovided with proper facilities therefor must be undertaken by the owners at their own risk and expense, and such articles will not be received for carriage from or to such stations or sidings unless satisfactory arrangements are made by the owners for loading or unloading, as the case may be.

No article weighing more than 10 tons, or the weight of which exceeds the lifting capacity of the cranes at the receiving and forwarding stations, or which requires for its carriage a specially constructed truck, or any alteration in a truck, shall be received and carried except under special agreement.

27. CLAIMS—

Claims for detention or loss of, or damage to, goods will not be recognised unless lodged in writing with the Commissioners within fourteen days after the date such goods were consigned, and no claim will be recognised if lodged after the goods alleged to have been damaged have been removed from the premises of the Commissioners.

28. SALE OF GOODS—

Any goods on the railway premises, or stored elsewhere by the Commissioners, which are not claimed and removed by the owners may be sold by the Commissioners, after the expiration of the time hereinafter specified, and after deducting any amount which may be due thereon for freight, storage, and other charges, including the expenses of sale, the Commissioners will pay the surplus (if any) to the owner on demand:—

- (a) Any goods likely to deteriorate may be sold forthwith.
- (b) All empties may be sold after the expiration of seven days.
- (c) All other goods may be sold after the expiration of six months.

29. DEMURRAGE—

GENERAL TRAFFIC.—The following provisions, marked respectively with the figures 1, 2, 3, 4, 5, and 6, shall be applicable to all classes of traffic other than traffic for export, expressly referred to in this By-law under the heading "Export Traffic":—

1. A demurrage charge of 5s. per four-wheeled truck and 10s. per bogie truck shall be imposed and levied in respect of each day or part of a day of 24 consecutive hours, in every case in which any truck is detained, either for loading or unloading purposes, beyond the time hereinafter prescribed.
2. In every case in which it is prescribed in any By-law of the Commissioners for the time being in force that the loading of goods into trucks shall be performed and carried out by the owner or consignor, three working hours will be allowed for the loading of each such truck, and if such loading be not completed and the truck consigned within that time, demurrage at the rates specified shall be imposed and levied.
3. In every case in which it is prescribed in any By-law of the Commissioners for the time being in force that the unloading of goods from trucks shall be performed by the owner or consignee, eight working hours after arrival will, subject to the provisions of the following clause, be allowed for the unloading of each such truck, and if the unloading of goods from such trucks be not completed within that time, demurrage at the rates specified shall be imposed and levied.
4. Notwithstanding anything to the contrary herein contained the proper officer of the Commissioners may direct, in writing, that certain specified trucks be unloaded within a prescribed period of less than eight working hours, and in the event of the refusal, neglect, or failure of the consignee thereof to comply with such direction, demurrage at the rates specified shall immediately become due in respect of such trucks.

5. The Commissioners may at their option load or unload goods into or from trucks (as the case may be) at the risk of the owner, consignor, or consignee, and the goods so loaded or unloaded shall be subject to the cost of such loading or unloading, as the case may be, in addition to the freight and such other costs or charges as may be or as may become due.

6. For the purposes of the foregoing provisions the working hours of each day shall mean the hours from 8 a.m. until 12 noon, and from 1 p.m. until 5 p.m.

The operation of the foregoing provisions shall not be applicable to any Sunday, nor to any other day which may be declared by the Commissioners as a holiday for goods sheds.

EXPORT TRAFFIC.—The following provisions, marked respectively with the letters (A), (B), (C), and (D), shall be applicable to trucks containing goods for the Victoria Dock at Melbourne, Williamstown Pier, Port Melbourne Pier, Geelong Pier, Warrnambool Pier, Portland Pier, and Port Fairy Pier, delivered at such wharf, dock, or pier respectively, or at any siding or yard in connexion with the traffic to the said wharf, dock, or pier respectively :—

- (A) A demurrage charge of 5s. per four-wheeled truck and 10s. per bogie truck shall be imposed in respect of each day or part of a day of 24 consecutive hours in every case in which any truck is detained for unloading purposes beyond the time hereinafter prescribed.

- (B) Consignees will, subject to the provisions of Clause (C), be allowed time to unload trucks as described hereunder, viz. :—

The total number of trucks on hand for each of the places herein mentioned for each consignee shall be ascertained and computed at 7 a.m. daily, and the total number of trucks unloaded or re-consigned to another station by or on account of each such consignee during the succeeding 24 hours ending at 7 a.m. on the following day shall be deducted therefrom, and in respect of the balance, if any, demurrage at the rates specified shall be imposed and levied.

Provided always that in respect of any truck transferred, credit therefor shall only be given to the transferrer and not to the transferee, and only in the event of the unloading of such truck prior to the hour of 7 a.m. next following the hour at which such transfer was effected.

EXAMPLE—

If there are 40 loaded trucks on hand for a consignee at 7 a.m. on Monday, and 30 trucks containing goods for that consignee are unloaded or re-consigned to another station during the 24 hours ending at 7 a.m. Tuesday, demurrage would then be due on 10 trucks.

- (C) Notwithstanding anything to the contrary herein contained the proper officer of the Commissioners may direct, in writing, that certain specified trucks be unloaded within a prescribed period of less than the time herein prescribed, and in the event of the refusal, neglect, or failure of the consignee thereof to comply with such directions, demurrage at the rates specified shall immediately become due in respect of such trucks.

- (D) The Commissioners may, at their option, at the risk of the owner or consignee, unload goods and, at the like option, store the same, and such goods shall be subject to the cost of such unloading and storage in addition to the freight, and such other costs and charges as may be or may become due.

The operation of so much of the provisions of this By-law as relates to export traffic shall not be applicable to any Sunday.

ALL TRAFFIC.—The following provisions shall be applicable to all classes of traffic whether for export or otherwise :—

- (A) Any account rendered for demurrage, loading, unloading, storage, and such other costs and charges as may be imposed in respect of any goods shall be paid to the Commissioners within twenty-four hours of the time of rendering such account.

- (B) In default of payment within twenty-four hours the Commissioners may detain and sell such goods, or any part thereof, or, if the same shall have been removed from the premises of the Commissioners, they may detain and sell any goods within such premises belonging to the person liable to the payment of such charges, and out of the moneys arising from such sale may retain such charges, together with all charges and expenses arising out of or in consequence of the detention and sale of such goods, and shall render the surplus, if any, of the moneys arising from such sale and such of the goods as shall remain unsold to the person entitled thereto.

- (C) In the event of delay in the loading or unloading of goods from any truck owing to unfavorable weather conditions, the Commissioners will, on request, investigate and accord fair consideration to every claim for a refund of the demurrage charged which accrued during the period such unfavorable weather conditions prevailed.

LOADING G AND UNLOADING CHARGES—

(A) Subject to the provisions of Clause (C) hereunder, the rates chargeable for goods in Classes 1, 2, and 3, and also for kerosene (other than in truck loads of eight tons), sugar, rice, beer in bulk, galvanized iron, wool, milk, and cream at the package rate, other single packages at the package rate, consignments subject to the tariff for "Smalls," and empties at a fixed rate per package shall include loading and unloading.

(B) The loading and unloading of goods in Classes M, A.P., A, B, and C, and all other goods not provided for in Clause (A), shall, unless otherwise specified, be performed by or at the cost of the consignor and consignee respectively. If this work be done by the Commissioners, a charge of 1s. per ton will be made for each service, which charge will include covering and lashing, if required, provided that the Tariff rate, plus either or both of the loading and unloading charges, shall not exceed the rate applicable to Class 1. (For exceptions see page 65.)

(C) The loading and unloading of all goods at the places enumerated on pages 119 and 120 hereof, must be performed by or at the cost of the consignor or the consignee, as the case may be.

31. WEIGHING OF GOODS.—(See pages 10 and 62.)

(A) All grain, viz., wheat, oats, barley, rye, and maize, consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, shall be weighed on truck weighbridges by sworn weighers appointed under the provisions of Section 6 of Act 1946.

A certificate of the total weight of the grain and of the bags containing the same, as ascertained by the sworn weighers, will be supplied by an officer of the Commissioners (who, for the purpose of this arrangement, shall be entitled "Weights Clerk") to both the consignor and the consignee in respect of each truck load.

The certificate for the information of the consignor will be sent to the station from which the grain was forwarded, and the certificate for the information of the consignee will be delivered, if possible, along with the freight account; but if the same person be both consignor and consignee, the certificate need not be sent to the forwarding station.

The charge for weighing grain (consigned for delivery as above) by sworn weighers and for the certificate of weight shall be 1s. 6d. for each 4-wheeled truck and 3s. for each bogie truck.

This charge must be raised by the forwarding station in respect of every truck load of grain consigned to any of the places named, and must be shown on the waybill separately from the freight charge.

(B) Subject to the provisions of Clause (A) above, all goods, for which the Commissioners require the weight in order to determine the freight charges, will be weighed by the Commissioners without charge; but they will not be responsible for the accuracy of such weights if used for the purposes of buying or selling.

(C) The Commissioners' Weighing Machines and Weighbridges at the forwarding or destination station may be used to ascertain the weights of any goods if so required by consignors or consignees at the charges specified hereunder, and weighbridge tickets will be supplied, giving required information:—

1. WEIGHING MACHINES—

When the labour is supplied by the Commissioners, 6d. per ton; minimum charge, 3d.
When the consignor or consignee supplies the labour, 2d. per ton; minimum charge, 3d.

2. CART WEIGHBRIDGES—

| | | | | | |
|--|-----|-----|-----|-----|-----|
| Firewood or coal, load of 2 tons or under | ... | ... | ... | ... | 3d. |
| Goods (except firewood or coal), load of 2 tons or under | ... | ... | ... | ... | 4d. |
| All goods, load over 2 tons or under 5 tons | ... | ... | ... | ... | 6d. |
| All goods, load over 5 tons | ... | ... | ... | ... | 1s. |

3. TRUCK WEIGHBRIDGES—

| | | | | | |
|-------------------------|-----|-----|-----|-----|-----|
| Each four-wheeled truck | ... | ... | ... | ... | 1s. |
| Each bogie truck | ... | ... | ... | ... | 2s. |

Attention is called to Section 6 of Act 1946 repeated hereunder:—

6. (1) The Commissioners may appoint sworn weighers to weigh goods and live stock carried or intended to be carried over the Victorian Railways.

(2) Every person appointed a sworn weigher under this Act shall before entering upon the duties of his office take and subscribe before a Judge of the County Courts or a Police Magistrate an oath, or if he object to take an oath, an affirmation to the following effect:—

I do solemnly swear (or affirm) that I will faithfully, honestly, and truly, and to the best of my skill and ability, weigh all goods and live stock carried, or intended to be carried, on the Victorian Railways intrusted to me to weigh, and that I will record in every weighbridge book, form, or certificate kept, issued, or given by me in respect of such goods and live stock, no weight other than the true weights as ascertained by me (adding, if on oath, So help me God).

(3) The weight set out in every weighbridge book, form, or certificate, *bonâ fide* kept, given, or issued by a sworn weigher in respect of any goods or live stock intrusted for the purpose aforesaid to such weigher shall, for determining the question of weight in all transactions with the railways in respect of such goods or live stock, be accepted as the correct weight of such goods or live stock.

(4) Every sworn weigher who is guilty of any nonfeasance, misfeasance, or malfeasance in the discharge of the duties of his office shall, in addition to any liability for damages that he may incur to any person prejudiced by his misconduct or default, be guilty of an offence, and shall, on conviction before a Court of Petty Sessions, be liable to imprisonment not exceeding one year, and to a penalty not exceeding Fifty pounds.

(5) The Commissioners may at any time remove any sworn weigher from office.

(6) The Commissioners shall, subject to the payment of such charges as may be fixed by by-law, weigh on a weighbridge all grain in truck-loads consigned for delivery at Williamstown Pier, Geelong Pier, Port Melbourne Pier, and the Victoria Dock at Melbourne, and at any other place the Commissioners may determine, and furnish a certificate of the total weight of the grain and of the bags containing the same, as so ascertained for both the consignor and the consignee of the grain.

32. STORAGE CHARGES—

At all stations not otherwise provided for, all goods must be removed within three days after unloading, otherwise storage charges as prescribed hereunder shall thereafter be imposed in respect of any of such goods stored in the sheds or warehouses, or on the platforms of the Commissioners, provided that no storage charges shall be imposed in respect of agricultural produce stored on the platforms when there is room therefor without interfering with the handling of other goods on such platforms.

| Weight of Goods. | In Sheds or Warehouses. | On Platforms. |
|---|-------------------------|---------------|
| | Per Day. | Per Day. |
| 10 cwt. or under | 2d. | 1½d. |
| Over 10 cwt.—per ton or part of a ton ... | 4d. | 3d. |
| Minimum charge | 6d. | 4d. |

The Commissioners reserve the right, if deemed advisable, to impose storage charges as under in respect of any goods stored elsewhere on the railway premises; provided that any goods on which the freight has not been paid and delivery taken by the consignee shall be subject to these charges.

| Weight of Goods. | Per Day. | Minimum Charge. |
|---|----------|-----------------|
| 10 cwt. or under | 1d. | 3d. |
| Over 10 cwt.—per ton or part of a ton ... | 2d. | |

No storage charges shall be imposed in respect of Sundays and days declared by the Commissioners as holidays for goods sheds. (For exceptions see page 66.)

33. TARPULINS—

(A) Tarpaulins will not be provided to cover barbed-wire, agricultural implements, machinery, or other goods, which from their character are likely to cause damage to the tarpaulins unless the goods are so packed as to efficiently prevent any such damage.

(B) Consignors of potatoes at miscellaneous rate, bark, coal, and any other goods for which the Department does not provide tarpaulins, may have their consignments (articles mentioned in Clause A excepted) covered on payment of 2s. 6d. for each tarpaulin used for the journey, and on giving an undertaking to pay 2s. 6d. per day demurrage for each tarpaulin required to cover the goods if not taken delivery of within twelve hours of arrival at destination.

34. RE-CONSIGNMENT OF GOODS—

(A) The re-consignment of goods shall be made on the form prescribed by the Commissioners. It shall be limited to truck loads of goods re-consigned to the same consignee at another station, and shall be allowable only—

- (1) When the truck is in transit, or
- (2) When the truck has arrived at the destination station to which it was originally consigned, provided that the re-consigning order is lodged within two hours of arrival, and without extra shunting before the goods or any part thereof are unloaded or handled in any way.

(B) A re-consigning charge of 6d. per ton shall be imposed in respect of each such re-consignment in addition to the freight charges.

(C) The freight charges in respect of re-consigned goods shall be computed at the Tariff Rates for the actual continuous mileage the truck is hauled between the despatching station and the final destination station.

(D) Goods unloaded at the Melbourne sheds and consigned to another station afterwards shall be charged the full Tariff Rates for the second journey, and if hauled from the inwards shed to the outwards shed by the Commissioners, an additional charge of rs. 6d. per ton, minimum 9d., shall be made and imposed on all lots of less than 6 tons for country stations, and on all lots of less than 2 tons for suburban stations.

Goods unloaded at any other station than Melbourne, which the consignees require forwarded to another station, shall be treated as an original consignment, and charged accordingly.

35. LIMIT OF SIZE OF BAGS OF GRAIN, ETC.—

Attention is called to Section 8 of Act 1946 repeated hereunder, viz.:—The Commissioners may decline to carry wheat, maize, barley, and peas, if contained in a bag having a greater capacity than a bag measuring 44 inches long by 26½ inches wide.

36. EXPLOSIVES AND OTHER DANGEROUS GOODS—

The Commissioners do not undertake the duties of Common Carriers in respect of the carriage by rail of gunpowder and other explosives or of aquafortis, oil of vitriol, lucifer matches, or any other inflammable or corrosive article, or any article likely to create damage by or in consequence of fermentation, and will accept such goods for carriage by rail only under special contract. (See page 19.)

Attention is called to Section 35 of Act 1135, repeated hereunder:—

"If any person knowingly send by any railway any goods of a dangerous nature, and neglect at the time of so sending them to mark distinctly their nature on the outside of the package containing the same, or otherwise to give notice in writing to the bookkeeper or other officer or servant with whom the same are left, every person so offending shall forfeit a sum not exceeding Twenty pounds."

37. COMPUTATION OF MILEAGE—

(1) Except as provided hereunder the freight charges on all goods shall be computed as for the shortest mileage by which such goods may be hauled by goods or mixed trains irrespective of the route actually used, and the mileage which shall be charged in respect of any goods passing from one line to another shall be computed *via* the junction station if it be open for goods business; or otherwise *via* the station which marshals the trucks for the respective lines.

(2) Exceptions—

- (A) Goods between the Northern and North-Eastern lines, and the Williamstown line shall be charged the actual mileage *via* Footscray and North Melbourne respectively.
- (B) Goods between stations on the Northern, North-Eastern, Western, and Eastern lines, and stations on the Coburg, Collingwood, Whittlesea, and Eltham lines shall be charged the actual mileage *via* North Melbourne or Prince's-bridge, whichever is cheaper.
- (C) Goods between Melbourne and Ballarat and stations beyond shall, except otherwise specified, be charged the actual mileage *via* North Geelong.
- (D) Goods between Sulky and stations on "Down" side, and stations on Waubra line, shall be charged the mileage *via* Waubra Junction.
- (E) Goods between the Healesville and the Eastern lines shall be charged the actual mileage *via* Richmond.
- (F) Goods between the Brighton and Eastern lines shall be charged the actual mileage *via* South Yarra.
- (G) Goods between the Eastern lines and Melbourne and Arden-street, shall be charged the actual mileage to Flinders-street, or Prince's-bridge, as the case may be; in all other cases of goods passing over the Flinders-street viaduct one mile shall be added in computing the through mileage.

CONDITIONS IN RESPECT OF THE CARRIAGE OF EXHIBITS FOR AGRICULTURAL SHOWS, ETC.

1. The undermentioned conditions shall be applicable in respect of agricultural machines and implements, machinery, produce, live stock (including dogs, poultry and other birds), buggies, drays, waggons, and other goods of a like nature, sent for exhibition to Agricultural Shows.

They may also, by special arrangement with the General Passenger and Freight Agent, be made operative in respect of:—

- Agricultural machinery, sent for field trials.
- Ploughs, sent for ploughing matches.
- Horses, sent for horse parades.

2. The exhibits will, in the ordinary course, be carried in goods or cattle trucks, by goods or mixed trains; but valuable animals may, if it be convenient to the Commissioners, be carried by passenger trains.

3. When the exhibits are consigned on the forward journey, the consignor will require to declare, on the consignment note therefor, that they are for exhibition, specifying the Show for which they are intended, and the waybill must be indorsed accordingly.

The ordinary freight charges shall be imposed and prepaid in respect of the forward journey in all cases, except that valuable animals carried by passenger trains in accordance with clause 2 will be charged goods train rates.

4. On the return journey any exhibits, or portion thereof, which are certified by the secretary of the Show as having been exhibited, and not sold, will be carried "free" to the station whence they were forwarded, provided the journey is completed at any time within one month from the date of despatch on the forward journey. A certificate in the approved form must be handed in when the exhibits are consigned, and such certificate must be attached to the waybill.

All exhibits, or part thereof, which have been sold, or are not accompanied by the aforesaid certificate, will be subject to the ordinary freight charges on the return journey, and such charges shall, in all cases, be made "to pay."

5. Exhibits, accompanied by the aforesaid certificate, may be forwarded on from one Show to another, subject to the freight charges, as prescribed in clause 3, being prepaid, and when the final destination is reached, they may be returned "free" to the original despatching station, conditionally on the observance of the provisions of clause 4. If, however, in proceeding to another Show, such exhibits be returned over any portion of the line in respect of which the full freight charges have been paid on the forward journey, the exhibits may be sent free over such portion of the line.

6. All exhibits are carried solely at the risk of the owner, and must be loaded and unloaded by or at the expense of the consignors or consignees.

7. Owners of stock going to and returning from shows may be allowed free carriage of fodder, as specified hereunder, if it be loaded in the trucks with the animals:—

2 cwt. for each head of cattle each way.

2 cwt. for each horse each way.

20 lbs. for each pig or sheep each way.

8. Exhibits from the Department of Agriculture, viz., wheat, straw in bulk, olive oil, wine, honey, &c., fruit (preserved), charts, &c., fibres, including flax, hemp (dressed and undressed), willows, manures, vegetable oil, eggs, also the necessary marquees, poles and pegs, tables, trestles, and fittings forwarded to the various Agricultural Shows in the State, shall be charged Class "A" rate, subject to the tariff for smalls.

9. Consignors should give not less than four (4) days' notice to the station-master of the number and description of live-stock trucks, and 48 hours for other trucks, &c., required to load exhibits.

10. Judges appointed to act at Agricultural Shows will, on production of an approved certificate, be granted return tickets at Holiday Excursion Fares, and such certificate must be forwarded to the Auditor of Receipts, as the authority for the special issue.

11. If a full sheep-truck load of sheep, or a full cattle-truck load of horses, cattle, or pigs, has been paid for on the forward journey, and the whole of the stock has been returned "free," in accordance with the provisions of clause 4, one stock attendant in respect of each truck will be granted a refund of the return fare paid by him. He must travel in the truck or in the van of a goods train with the stock, and must provide himself with a copy of form 15A, duly completed by the station-masters at the forwarding and returning stations respectively. A receipt for the refund must be given on the certificate by the attendant, after which it must be forwarded to the Auditor of Receipts as a voucher.

11.

(FORM 15A.)

| | | | |
|----------------------|------------------------------|-------|-----------------|
| | | Date | Station. |
| | | 190 | |
| I hereby certify Mr. | travelled in Truck No. | | train, |
| with his Stock to | Agricultural Show. | fare. | Station-master. |
| | | | Station. |
| I hereby certify Mr. | returned from | | Agricultural |
| Show in Truck No. | train, with unsold exhibits. | fare. | Station-master. |

(Station-masters to have supplies of this form always on hand.)

CONDITIONS FOR THE CARRIAGE OF EXPLOSIVES AND OTHER DANGEROUS GOODS.

The term explosive means Gunpowder, Nitro-glycerine, Gun-cotton, Fulminate of any metal, coloured fires, and every other substance, whether similar to those above-mentioned or not, used or manufactured with a view to produce a practical effect by explosion or a pyrotechnic effect, and including Fog-signals, Fireworks, Fuses (except safety fuses), Rockets, Percussion-Caps, Detonators, Cartridges, Ammunition of all descriptions, and every adaptation or preparation of an explosive as above defined.

1. Goods of a dangerous nature will only be received and carried subject to the regulations made in accordance with the provisions of the *Explosives Act 1890*. The Commissioners are not common carriers of explosives, Aquafortis, Mineral Acids, Petroleum, Phosphorus, or Lucifer Matches, or any other goods which in their judgment may be of a dangerous character; and when the carriage of such goods is undertaken it must be distinctly understood that it is entirely at the risk of the owner.

The Commissioners are not subject to any risk of loading, stowage, or unloading; nor are they to be answerable for loss or damage actual or consequential; nor for discrepancy in the delivery as to either quantity, number, or weight; nor for the condition of articles so carried; nor for any consequence arising from over-carriage, detention, or delay in, or in relation to the carriage or delivery thereof.

2. No employé of the Commissioners is authorized to receive or undertake the carriage of Gunpowder or other dangerous or explosive compounds, or to give any receipt or acknowledgment for such goods, unless the consignor thereof has obtained from the proper officer of the Commissioners and signed the special consignment note prescribed on page 128 hereof.

3. No person shall send to the railway station any consignment of explosive unless he has given to the proper officer of the Commissioners 48 hours previously a properly completed consignment note in the form prescribed on page 128 hereof, and has had an intimation in writing from the proper officer of the Commissioners that they are prepared to receive such consignment.

Any person bringing to a railway station, or leaving thereat, any package containing Gunpowder or other dangerous and explosive compounds not properly labelled and addressed, or without having received the necessary permission, shall be liable to a penalty of £20.

4. The Commissioners do not guarantee to despatch Gunpowder and other dangerous and explosive compounds at any particular time or by any particular train, nor will they allow consignments, whether carried or to be carried, to remain on the railway premises longer than is absolutely necessary. And if a package carried by railway be not accepted and removed by the consignee it will be immediately sent to the nearest powder magazine at the owner's risk and expense, or returned to the sender, who will be required to remove it at once from the premises and pay the whole charges incurred for carriage, back carriage, and demurrage.

Attention is called to Section 13 of Act 1890, repeated hereunder:—

"Any such consignor, consignee, or other person who by his wilful act neglect or default, or by his improper refusal to accept delivery of such explosive from a carrier causes such carrier to violate the provisions of the Explosives Act, shall himself be guilty of a violation of the provisions of the said Act, and shall on conviction forfeit a sum not exceeding £100."

5. Consignments of explosives shall be sent to the forwarding station, and shall be received only at such times during such hours between sunrise and sunset as the Commissioners may appoint; and every consignment and package containing any explosive proposed to be carried by rail shall immediately on the arrival thereof be delivered to and be received by the employés of the Commissioners authorized to receive dangerous goods, and by no other person whatsoever.

6. Gunpowder or other dangerous and explosive compounds will not be received for carriage by railway unless packed in kegs or barrels closely bound or hooped without any iron about them, of quarter, half-quarter, or whole barrel sizes, the staves to be of $\frac{1}{2}$ inch minimum thickness; or in canisters made of tin, copper, zinc, or other suitable metal; or in cardboard boxes, strong and impervious to leakage, enclosed in wooden cases of $\frac{1}{2}$ inch thickness at the sides, and 1 inch thickness at the ends; or in metallic cylinders of pattern similar in construction and security to those used by the Imperial Government for the conveyance of small quantities of powder by railway; or in packages made otherwise so strong and secure that no part of the contents can become scattered in the handling or removal thereof.

The Commissioners may at any time during the carriage of such goods, or while they are on the premises of the Commissioners, detain and stop the further handling and delivery of packages which appear defective. And the Commissioners may remove, repair, repack, and store such packages at the cost and risk of the owner.

Each keg or package must be plainly and fully addressed, and on the outside thereof shall be affixed a brand, label, or other mark specifying the contents and other particulars as prescribed in the provisions of the regulation under the *Explosives Act 1890*.

In the event of the senders neglecting to mark each package according to these regulations, the Commissioners may decline to carry the same, and direct the removal and storage of the packages at the cost of the owner.

Consignments of explosives will, unless otherwise expressly provided, be carried only in powder vans and by goods trains.

7. Explosives will except otherwise specified be received for carriage only at Laverton, and only on such days as may be appointed from time to time.

Consignors may ascertain, by inquiry of the station-master, at about what time their consignments will be despatched, and if they neglect to make such inquiries, or to advise the consignee, the Commissioners will not be liable for any loss or damage arising from such omission.

8. No explosive shall be loaded or unloaded on the railway premises except between sunrise and sunset.

In loading or unloading any explosive, the casks and packages containing the same shall, as far as practicable, be passed from hand to hand, and not rolled upon the ground, and in no case shall any such casks or packages be rolled, unless hides, cloths, or sheets have been previously laid down on the platform or ground over which the same are to be rolled. Casks or packages containing explosives shall not be thrown or dropped down, but shall be carefully deposited and stowed.

No person while employed in loading, stowing in any carriage, or unloading any explosive shall wear boots or shoes with steel or iron nails, steel or iron heels, or tips of any kind, or have about his person any lucifer match, explosive, or means of striking a light; and all persons employed in the loading, stowing, or unloading of any explosive shall, while such loading, stowing, or unloading are going on, abstain from smoking.

While the loading, unloading, or carriage of explosive is going on, all persons engaged in such loading, unloading, or carriage shall observe all due precautions for the prevention of accidents by fire or explosion, and for preventing unauthorized persons having access to the explosive so being loaded, unloaded, or carried, and shall abstain from any act whatever which tends to cause fire or explosion, and is not reasonably necessary for the purpose of loading, unloading, or carriage of such explosive, or of any other article carried therewith, and for preventing any other person from committing any such act; and any such other person who, after being warned, commits any such act shall be deemed to commit a breach of these by-laws.

The loading or unloading of explosives into or out of any carriage, when once begun, shall be continued with all due diligence until the same is completed.

CARRIAGE OF FIREWORKS.

Fireworks classified in Division 2, of Class 7, under the Regulations of the *Explosives Act 1890*, may be carried in goods trucks by mixed and goods trains.

The following are the names of the different description of Fireworks forming Division 2:—

| | |
|---------------------------|----------------------------|
| Amorces | Socket Sound Signals |
| Crack Shots | Socket Distress Signals |
| Distress Signal Rockets | Sound Signal Rockets |
| Incendiary Stars | Socket Light Signals |
| Incendiary Shells | Throwdowns |
| Lightning Paper | Snaps for Bon Bon Crackers |
| Magic Candle Pin Crackers | Very Signal Cartridges |
| Manufactured Fireworks | |

Imported Fireworks of Chinese manufacture, forming portion of Division 2, may be accepted and forwarded if in original packages, and other Fireworks in Division 2 may be accepted and forwarded if packed in strong wooden cases lined with tin, galvanized iron, or zinc, but the weight of Fireworks in any one package must not exceed 100 lbs.

Fireworks must not be loaded in the same truck as inflammable or other dangerous goods.

CARRIAGE OF CERTAIN EXPLOSIVES IN PORTABLE MAGAZINES BY MIXED AND GOODS TRAINS.

When Packed in approved portable magazines, Gunpowder or Nitrate mixtures belonging to classes 1 and 2, or any explosives included in the 2nd and 3rd Divisions of the 6th (Ammunition) class and of the 1st Division of the 7th (Fireworks) class as classified by the Regulations under the *Explosives Act 1890* may be carried by mixed or goods trains together with ordinary goods in a truck or trucks not containing any article or substance liable to cause or communicate fire or explosion.

The explosives referred to are enumerated hereunder:—

Class 1—Gunpowder.

Class 2—Nitrate Mixtures, viz.:—Chilworth Special Powder; Excelsior; Electronite, No. 2; Fortis Explosive; Safety Blasting Powder.

Class 6—Ammunition:—(Div. 2)—Cartridges for small arms, Cartridges for cannon shells, mines blasting, or other like purposes; Abel's Electric Tubes; Abel's Electric Fuses; Bickford's Patent Volley Firers; Brain's Electric Fuses; Electric Fuses (Smith's Patent); Electric Fuses; High Tension Electric Fuses; Low Tension Electric Fuses; Low Tension Fuses; Spon's Electric Fuses; Elswick's Electric Fuses; Fuses for Shells; German Spills; Gunpowder Fuses; Guncotton Fuses; Instantaneous Fuses; Miners' Squibs; Pain's Instantaneous Pyrotechnic Fuses; Tubes for firing Explosives; War Rockets. (Div. 3)—Abel's Electric Detonator Fuses; Bornhardt's Electric Detonator Fuses; Brain's Electric Detonator Fuses; Cartridges for small arms; Colliery Safety Lighters; Detonators; Electric Detonators; Electric Detonator Fuses (Smith's Patent); Elswick Mechanical Tubes; Fuses for Shells; High Tension Electric Detonator Fuses; Low Tension Electric Detonator Fuses; Safety Firing Tubes, No. 2; Spon's Electric Detonator Fuses; Tubes for firing explosives.

Class 7—Fireworks:—(Div. 1)—Fireworks composition.

The portable magazines shall be square, galvanized-iron boxes of various sizes and approved design. They shall be painted RED and lettered in black with the classes of explosives they are authorized to carry.

SPORTING GUNPOWDER AND SAFETY CARTRIDGES.

Sporting Powder.—Sporting Powder may be accepted at Melbourne goods sheds, Ballarat, and Geelong for despatch to country stations, and no other station except Laverton must receive consignments without authority. Portable magazines are used for the consignments from Melbourne, and the consignments from Ballarat and Geelong must be labelled "Sporting Powder only—in metal cases."

Safety Cartridges for sporting purposes may be sent by goods train as ordinary goods if securely packed in a substantial wooden case marked "Safety Cartridges—Explosives." Limited quantities similarly packed may also be sent from Spencer-street Parcels Office to country stations by passenger trains.

CHARGES FOR THE CARRIAGE OF EXPLOSIVES.

(A) In Powder Vans—

(1) Consignments forwarded on the prescribed loading days to railway stations within the radius to which the Department provides a regular Explosive service, will be carried at third class rates, minimum 3 cwt. Provided that in no case shall the charge be less than 7s. 6d. for each consignment.

(2) For consignments forwarded to all places not covered by the fixed radius, or to places within the fixed radius on other than the prescribed loading days, the charges shall be:—

(a) Where a regular goods train is run for the whole distance as for a minimum quantity of one ton.

(b) Where a special goods train is necessary on any portion of the journey, the ordinary freight charge shall be imposed as for a minimum quantity of one ton up to the point the consignment can be carried by a regular goods train, thence an additional minimum charge including freightage of £2 10s. for every 25 miles or part thereof, for the distance carried by the special train, provided that if any consignment for a station not included in the fixed radius be forwarded on the prescribed loading day for the district and can be conveniently carried in the same powder van as consignments for places in the fixed radius, the ordinary charges and the ordinary minimums in respect of explosives shall be applied for the portion of the journey within the fixed radius.

(B) In Portable Magazines—

Explosives forwarded from Laverton in portable magazines shall be charged third class rate, minimum 1½ cwt., provided that in no case shall the charges be less than 3s. 9d. for each portable magazine. In all cases the weight of the magazines shall be charged for on the outward journey, but they will be returned free.

- (c) Fireworks and Safety Cartridges, also Sporting Gunpowder sent from Melbourne, Geelong, and Ballarat will be charged the milage rates, subject to the tariff for smalls, and all other explosives shall be charged the milage rates subject to the special minimums prescribed in clauses (a) and (b).
- (d) Consignments of Explosives from different consignors to one consignee or from one consignor to different consignees, or forwarded to the care of a carrier, shall be charged for separately.
- (e) In no case shall any explosives consignments be given the benefit of any Tariff rates lower than the milage rates.

THE UNDERMENTIONED GOODS WILL NOT BE RECEIVED FOR CARRIAGE UNLESS PACKED AS PRESCRIBED, VIZ.—

The classification rates shall be charged unless otherwise expressly provided.

INFLAMMABLE LIQUIDS—CLASS A.

(Vapour inflammable at less than 73 deg. Fahrenheit.)

Each package to have label attached, printed in conspicuous characters, bearing the words "Highly Inflammable" and stating the contents and name and address of consignor.

| Name of Article. | To be packed in. |
|--|--|
| Acetone | (A) In casks, iron drums or strong cans, strongly made and securely closed, so as to prevent all possibility of leakage; or |
| Benzoline | |
| Carburine | (B) In hermetically sealed tins or bottles, packed in sawdust in cases |
| Enamel Anti-fouling Composition .. | |
| Naphtha | (A) In approved iron drums, hermetically sealed; or |
| Petroleum | |
| Rubber Solution and all other solutions partly composed of Naphtha or other highly inflammable liquids | (B) In hermetically sealed tins or bottles, packed in sawdust in cases not exceeding 56 lbs. each package |
| Toluol | |
| Wood Naphtha or Wood Spirit .. | (A) In approved iron drums, hermetically sealed |
| Hydro-Carbon, from Oil Gas manufacture | |
| Benzine Collas | (B) In hermetically sealed tins or bottles, packed in sawdust in cases not exceeding 56 lbs. each package |
| Collodion | |
| Ether | (A) In approved iron drums, hermetically sealed |
| Gasoline | |
| Pentane | (B) In hermetically sealed tins or bottles, packed in sawdust in cases not exceeding 84 lbs. each package |
| Bisulphite of Carbon | |
| Liquid Ammonia | (A) In approved steel or wrought-iron drums, gross weight not to exceed 5 cwt. for each drum. Each drum must be securely placed in wooden cradles, in three sections, and protected at each end by wooden bars, to prevent concussion during transit |
| Carbonic Acid | |
| Oxygen Gas and Laughing Gas .. | (B) In metal bottles or tubes, packed in sawdust in cases |
| Carbide of Calcium | |
| Anhydrous Ammonia | (A) In metal tubes packed in cases |
| | |
| | (B) In hermetically sealed tins |
| | |
| | (A) In metal tubes |
| | |

INFLAMMABLE LIQUIDS.—CLASS B.

(Vapour inflammable between 73 deg. and 150 deg. Fahrenheit.)

When the following come under above definition they may be received for conveyance in casks, cans, tins, or iron drums, viz.:—

Paraffin Oil, and Petroleum Oil, Naphtha, Wood Naphtha, or Wood Spirit, Turpentine (Spirits of), Turpentine Substitute, Terebine or Sun Dryers, Turpentine Varnish, Methylated Spirits, Spirit of Wine, and Spirit Varnish.

DANGEROUS OR CORROSIVE CHEMICALS.

| Name of Article. | To be packed in. |
|---|---|
| Bromide | In glass carboys, or in bottles packed in cases or hampers, or in bottles packed in sawdust in cases |
| Hydrochloric Acid or | |
| Muriatic Acid or | |
| Spirit of Salt | |
| Fluoric Acid | |
| | In gutta-percha bottles. |
| Oil of Vitriol or | In bottles packed in sawdust in cases; in carboys; in glass carboys, or in bottles packed in cases or hampers; or in lead cisterns, hermetically sealed and enclosed in wooden cases, containing not more than 1 cwt. of acid |
| Sulphuric Acid | |
| Nitric Acid or | In glass carboys, or in bottles packed in cases or boxes, or in stoneware jars protected by wickerwork. |
| Aqua-fortis | |
| Potassium | In iron drums, hermetically sealed. |
| Sodium | |
| Sulphuric Anhydride or | |
| Sulphuric Acid Crystals | |
| | In hermetically sealed tins, each not exceeding 14 lbs. in weight, packed in strongly-bound wooden cases, all of sufficient strength to prevent either the escape of the peroxide of sodium from the package, or the admission of moisture to the peroxide of sodium. The contents of any one package not to exceed 112 lbs. in weight. |
| Peroxide of Sodium | (A)—In iron drums, hermetically sealed; or (B)—In tins of sufficient strength, hermetically sealed and properly packed in sawdust in wooden cases. |
| Phosphorus | |
| Bleaching Liquids, Corrosive | In glass carboys, or in bottles packed in cases or hampers. |
| Chloride of Sulphur | |
| Perchloride of Iron | (A)—In glass carboys, or in bottles packed in cases or hampers; or (B)—In carboys, or in casks or iron drums. |
| Chromic Acid, Liquid | |
| Painters' Solution, Corrosive | In jars or carboys. |
| Reake's Vulcan Soldering Fluid | In carboys, earthenware jars, tins, or casks. |
| Sodium Amalgam | In iron drums, hermetically sealed. |
| Solderine | In carboys, earthenware jars, tins, or casks. |
| Tin Solution | In jars or carboys, or in bottles packed in cases. |
| Disencrusting Fluids | In casks. |
| Sulphurous Acid | (A)—In casks. (B)—In glass bottles (not carboys), packed in hampers. |
| Acetic or Wood Acid | In tins, drums, or casks. |
| Arsenic Acid | |
| Carbolic Acid | |
| Chloride or Muriate of Zinc | |
| Iron Liquor, or Muriate of Iron, or | |
| Chloride of Iron | |
| Nitrate of Iron | |
| Tin Liquor | |

Nitric Acid and Sulphuric Acid must not be enclosed in the same package or loaded with other chemicals, nor must they be packed together; and bottles containing Nitric Acid must be packed in sand or other material on which the acid has no chemical action.

Ammonia Liquid must not be enclosed in the same package or loaded with Acids or Bromine.

LUCIFER MATCHES, WAX MATCHES, AND SAFETY MATCHES.

Cases not exceeding 2 cwt. gross, to consist of wood at the sides, top, and bottom, $\frac{3}{4}$ of an inch thick, ends $\frac{1}{2}$ of an inch thick, to be strengthened with two battens across the lid outside, and two battens at each end outside, battens to be not less than $2\frac{1}{2}$ inches wide, and $\frac{1}{2}$ an inch thick.

Cases, the gross weight of which exceeds 2 cwt., and does not exceed 3 cwt.; the sides, top, and bottom to consist of wood $\frac{3}{4}$ of an inch thick, and the ends $\frac{3}{4}$ of an inch thick, and to be strengthened by battens of the same width and thickness, and in the same position, as the 2-cwt. case.

Where the cases are composed of wood thicker than the description mentioned above, battens need not be used.

As regards size and thickness of wood these regulations do not apply to imported matches sent forward in the same cases in which they were originally imported.

Each case must have the contents labelled or branded on it in legibly written or printed characters.

VESUVIANS, FUSEES, AND GAS LIGHTING EXPLOSIVE.

These must be securely packed in strong boxes, the sides, bottoms, and lids of which must be of a thickness not less than $\frac{1}{2}$ an inch, and the ends not less than $\frac{3}{4}$ of an inch. The ends of the case must each be strengthened on the outer face by two battens not less than $2\frac{1}{2}$ inches wide by $\frac{1}{2}$ an inch thick, and nailed to the sides. A piece of iron hoopsing, or twisted wire, must be nailed all round each end of the case.

Where Vesuvians or Fusees are mixed with matches the cases as above described for Vesuvians must be used.

OIL OF MYRBANE AND CHLORATE OF POTASH.

These two articles must not be accepted for carriage in the same truck unless the Chlorate of Potash is packed in a case lined with strong zinc or tinned iron to prevent the possibility of their becoming mixed.

CONDITIONS FOR THE CONDUCT OF TRAFFIC AT SUBURBAN FIREWOOD SIDINGS.

1. Where the area of the sidings is divided into allotments, the limit of each allotment, or of contiguous allotments held by one and the same person, will be marked by a post fixed at each of the four corners of the area.

The rents of allotments will require to be paid monthly in advance.

2. Storage at the rate of 1s. 6d. per diem per allotment of 25 feet frontage will be charged upon all consignments allowed to remain on the ground on other than leased allotments over twelve hours after the truck is unloaded, and payment will be required on demand before the consignments are removed off the ground.

Any portion of a day exceeding twelve working hours after a truck has been unloaded is to be computed as one day, and any portion of an allotment to be computed as an allotment. This charge applies to each foot of frontage, which at any portion of its depth is occupied by consignments—that is to say, this charge for storage will not be increased or reduced by reason that the cubic capacity for stacking on the said frontage may or may not be made fully available.

3. On all allotments abutting on the siding, a space of 4 feet from the rails must always be kept clear by the consignee immediately a truck is discharged, or in his default the work will be done by the Commissioners, at a cost to the consignee of 1s. per hour per man for the time so employed.

4. A receipt must be given for each truck or consignment when the truck is placed at the proper discharging point. Should the lessee or the consignee not be present by himself or his agent to give a receipt, the unloading of each truck shall nevertheless proceed, and the lessee who is not present, or neglects to give a receipt within twelve hours after the truck is discharged, shall be held as infringing the conditions of his lease. And upon other than leased Allotments consignments for which no receipts have been given, or for which the railway charges have not been paid on demand, or which have not been removed from the ground within twelve hours after the truck is discharged, shall be liable to the storage charges aforesaid, or to be warehoused, or to be sold at the cost and risk of the said consignee. And no claim shall be recognised by the Commissioners on account of trucks unloaded for which no receipts have been given; and after receipts have been given the lessee or consignee shall be bound to observe the conditions as to gate passes, where such are necessary.

5. The standard height to which firewood may be stacked on any allotment is nine (9) feet, and a charge of 1s. per truck will be made for any firewood stacked above that height.

If necessary for the quick and economical discharge of trucks, the consignee must stack up or level down consignments placed on allotments, and must also trim stacks if required by the Commissioners.

A charge of 1s. per hour per man will be made for trimming stacks, if it be done by the Commissioners, and consignees will be informed prior to the work of trimming being commenced.

6. Arden-street and all Suburban Wood Sidings will be open for business between the hours of 8 a.m. and 5 p.m. on days other than Saturdays, Sundays, and days declared by the Commissioners as holidays for Goods Sheds. On Saturdays the hours will be from 8 a.m. to 1 p.m.

7. For loading and unloading charges see page 65.

ALPHABETICAL CLASSIFICATION OF GOODS.

o.r. means "Owner's Risk."

n.o.s. means "Not Otherwise Specified."

| Article. | Class. | Article. | Class |
|---|--------|---|-----------------|
| A. | | | |
| Acids, n.o.s. (in cases and carboys), o.r. | 3 | Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough and not machined or polished, n.o.s., in truck loads of 6 tons | C, less 20 p.c. |
| Acid, Sulphuric and Muriatic, o.r. | 1 | | |
| " " " in truck loads of 6 tons | C | Agricultural Implements and Machines (see pages 81 and 81). | |
| " Acetic and Tartaric, o.r. | 2 | Agricultural, Grass, and Vegetable Seeds, n.o.s. | A.P. |
| Acid Jars, returned empty, in cases | B | Ale, Beer, and Porter, bulk, minimum 1 ton (see page 62) | C |
| Advertising Plates, tin or iron | 1 | Ale, Beer, and Porter, bulk, in truck loads of 6 tons (see page 62) | B |
| Aerated Waters | B | Ale, Beer, and Porter, previously carried by rail, if certified by Customs Department to be unfit for consumption, may be returned to original sending station at half rates. | |
| Agricultural Implements, as under, o.r. | 1 | Ale, Beer, and Porter, bottled, in casks, cases, and covered crates, o.r. (see page 62) | 2 |
| Cultivators (plain) | | Ale, Beer, and Porter, bottled, in uncovered crates, o.r. | 3 |
| Disc Harrows | | Ale, Beer, and Porter, bottled, in casks, cases, and covered crates, in truck loads of 6 tons, o.r. | 1 |
| Disc Ploughs | | Ale, Bux, Crystal, Carton, Dandelion, Ginger, Hop, Horonda, Malt, Tonic, and similar kinds | B |
| Earth Scoops | | Almonds, n.o.s. | 2 |
| Harrows | | " (produce of Commonwealth) on up journey, "Smalls" minimums (see page 41) | A |
| Hand Drills | | Alum and Alum Cake | 1 |
| Hand Sowers | | Ammonia liquid, o.r. | 3 |
| Hay Rakes | | " liquor, o.r. | 2 |
| Hay Tedders | | " sulphate of | Manure |
| Land Rollers | | Ammunition | 3 |
| Ploughs | | " Boxes, empty (see page 57). | |
| Scufflers | | Anchors and Chain Cable | 1 |
| Agricultural Machines, as under, in packages, o.r., viz:— | 1 | Anvils | 1 |
| Baggers | | Animals (see Live Stock, page 98). | |
| Chaff Cutters | | Anti-friction and Axle Grease | 1 |
| Clod Crushers | | Antimony (see Ores). | |
| Corn Crushers | | Architraves, Mouldings, and Skirtings, common wood, not gilded | C |
| Corn Shellers and Screens | | Arrowroot, manufactured | 2 |
| Cultivators (with grain boxes) | | " unmanufactured | B |
| Disc and Hoe Drills | | Arsenic, in kegs (see page 81) | 2 |
| Farm Water Carts | | " Crude (see page 81) | A |
| Harvesters | | " in truck loads of 6 tons | A, less 25 p.c. |
| Hay Presses | | Artificial Manures | Manure |
| Horseworks | | Art, Works of, n.o.s., in cases, o.r., rate and half | 3 |
| Mowers | | " " loose, o.r., double rate | 3 |
| Reapers | | Asphalt, in bags | M |
| Reapers and Binders | | " in blocks | A |
| Seed Drills | | " tiles | A |
| Strippers | | | |
| Threshers (see page 85) | | | |
| Winnowers | | | |
| " Machines, as above, set up, o.r. | 2 | | |
| Agricultural Implements and Machines, old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form 100 | C | | |
| Agricultural Implements and Machines, parts of, including castings and mouldings, finished, n.o.s., o.r. | 2 | | |
| Agricultural Implements and Machines, parts of, including castings and mouldings, in the rough, and not machined or polished, n.o.s. | C | | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|---|--------|---|--------|
| Asbestos, flake | A | Bedsteads, loose, or in packages, o.r. | 3 |
| „ fire lumps | 2 | Bedding | 3 |
| „ and Silicate Cotton for | | Beef and Pork, salted, in casks ... | 1 |
| Steam Pipe Covering ... | 2 | Beehives, with or without bees, o.r. | 2 |
| Ashes (see page 62) | M | „ in pieces, in bundles ... | 1 |
| Ayer's Hair Vigor, o.r. ... | 3 | „ in truck loads of 3 tons or | |
| Axe Handles, in bundles or cases ... | 1 | under, &c., 1s. 3d. per | |
| Axes, in cases | 2 | mile; minimum, 20s. Ex- | |
| „ loose, o.r. | 3 | cess weight above 3 tons | |
| Axle Arms and Boxes | 2 | to be charged <i>pro rata</i> , whether one or more trucks | |
| Axle Grease | 1 | used. Minimum rate per | |
| | | ton, 6s. 8d., with "smalls" | |
| | | minimum, o.r. | |
| B. | | Beer (see Ale). | |
| Bacon and Hams, (see page 61) | C | „ engines, o.r. | 3 |
| „ „ in truck loads of 6 | | Beeswax | 1 |
| tons | B | Beet-root | A.P. |
| Bagatelle and Billiard Tables ... | 3 | Bellows, o.r. | 3 |
| „ „ „ when un- | | Bells, of all kinds, o.r. ... | 3 |
| packed, o.r. | 3 | Belting, leather and rubber, o.r. | 2 |
| Bagging, Rags, and Rope, old, for | | Benzine | 1 |
| paper-making, on declaration ... | A | Bicarbonate of Soda | 2 |
| Bags, Bagging, Brattice Cloth, and | | „ „ „ for mining pur- | |
| Cornsacks, new, or second-hand | | poses, on declara- | |
| imported from outside the Com- | | ration | 1 |
| monwealth, empty, in bales and | | Bicycles, and Tricycles, in cases, o.r. | 3 |
| bundles | B | „ „ „ loose, o.r., | |
| Bags and Cornsacks, new, or second- | | double rate | 3 |
| hand imported from outside the | | Billiard and Bagatelle Tables ... | 3 |
| Commonwealth, in truck loads of | | „ „ „ when un- | |
| 6 tons | A | packed, o.r. | 3 |
| Bags, second-hand, n.o.s., whether | | Birds, in boxes | 1 |
| returns or otherwise, minimum 6d. | A | Biscuits, o.r. | 2 |
| Bags, Paper (see Paper). | | „ minimum, 2 tons, o.r. ... | 1 |
| „ Calico | 1 | Bitters, in bulk, o.r. | 2 |
| Bag Lifters | 2 | Bitters, bottled, in cases, o.r. | 3 |
| Baking Powder | 2 | Bisulphide of Carbon, o.r. ... | 3 |
| Bananas, in cases, "Smalls" mini- | | „ „ „ for rabbit killing, | |
| num | A | min. 3-tons, on | |
| Bananas, loose, or in bundles ... | A | declaration, o.r. | 1 |
| Barilla | 1 | Bisulphite of Lime | 1 |
| „ in truck loads of 6 tons ... | C | Bitumen | 1 |
| Bark, bundled, or in sheets, n.o.s. ... | B | „ in truck loads of 6 tons ... | C |
| „ „ in truck loads of 5 | | Blacking | 2 |
| tons | A | Blacklead | 2 |
| „ (see page 81) | | Blanketta | C |
| „ cut-soap | 2 | Blankets, Flannels and Woollens, pro- | |
| „ ground, in bags | B | duce of Commonwealth ... | 2 |
| „ „ in truck loads | | Blankets, Flannels and Woollens, | |
| of 6 tons | A | n.o.s. | 3 |
| „ stringy, in sheets for roofing | M | Bleaching Liquids and Powders ... | 1 |
| „ extract of | C | „ „ „ in truck | |
| Barley | A.P. | loads of 6 tons | C |
| „ Meal | A.P. | Blinds, Venetian, in cases ... | 3 |
| Barrenit, food preservative ... | 2 | „ „ in packages, o.r. ... | 3 |
| Barrels, empty (see page 58). | | „ „ „ Bamboo, o.r. | 3 |
| Barrows and Barrow Wheels ... | 2 | Blocks and Pulleys | 2 |
| Barry's Tricophoros, o.r. ... | 3 | Blue | 2 |
| Baskets and Basketware, o.r. ... | 3 | Bluestone, in kegs and cases ... | 1 |
| Baskets, Fish, empty (see page 57). | | Boats, 6d. per four-wheeled truck per | |
| Bathbricks | 1 | mile; minimum, 20s.; bogie trucks, | |
| Baths, wooden, tin or zinc lined, o.r. | 3 | 9d. per mile; minimum, 30s.; | |
| „ metal, o.r. | 3 | additional 4-wheeled trucks, 3d. | |
| Beams and Scales, o.r. | 3 | per mile; minimum, 10s., o.r. Boats | |
| Beans, n.o.s. | A.P. | loaded on trucks fully loaded with | |
| Bedsteads, in cases | 2 | other goods, half the above rates, | |
| | | o.r. | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|--|--------|--|---------|
| Cement (see page 62) ... | B | Columns, Iron and Steel (see Iron). | |
| „ in truck loads of 6 tons ... | A | Commercial Travellers' Samples, | |
| „ Pipes ... | A | o.r. ... | 3 |
| Chaff ... | A.P. | Compo Board, o.r. ... | 1 |
| Chain Cables and Anchors ... | 1 | Composition, non-conducting, for | |
| Chains, n.o.s. ... | 2 | boilers and steam pipes ... | C |
| Chalk and Ochre ... | 1 | Confectionery, o.r. ... | 2 |
| Chandeliers and Gasaliers, o.r. ... | 3 | „ minimum, 2 tons, o.r. ... | 1 |
| Charcoal, in bags ... | M | Construction material (see page 82). | |
| Cheese, boxed, minimum 10 cwt. ... | C | Contractors' and Builders' Plant, not | |
| „ loose, o.r. ... | 1 | new, consisting of mixed consign- | |
| „ in single packages (see page 61) ... | | ments of appliances used for the | |
| „ for export (see page 81). ... | | carrying out of contracts for Rail- | |
| Chemicals, n.o.s., o.r. ... | 3 | way Works, Buildings, &c. ... | C |
| Cherry Pectoral, o.r. ... | 2 | Contractors' and Builders' Plant, not | |
| Chestnuts, n.o.s. ... | 2 | new, consisting of mixed consign- | |
| „ produce of Commonwealth, | | ments of appliances used for the | |
| up journey, "Smalls" minimum ... | A | carrying out of contracts for Rail- | |
| Chicory Roots ... | A.P. | way Works, Buildings, &c., in | |
| „ dried (see page 74) ... | C | truck loads of 5 tons ... | B |
| „ manufactured ... | 3 | Coops, empty (see page 57). ... | Manure |
| Chinaware, n.o.s., o.r. ... | 2 | Copi, for manure, on declaration ... | 2 |
| Chimney Pots, Earthenware, o.r. ... | 2 | Copper, Nails, Rivets, and Rods ... | A |
| „ Tops, iron ... | 2 | „ Ore ... | A, less |
| Chlorate of Potash ... | 1 | „ „ in truck loads of 6 tons ... | 25 p.c. |
| Chloride of Lime ... | 1 | „ Plates ... | 2 |
| „ „ in truck loads of 6 | | „ Regulus ... | M |
| tons ... | C | „ Scrap ... | A |
| Chocolate ... | 3 | „ Sheet, Ingot, and Bar ... | 2 |
| Chrome Ore ... | M. | „ Sulphate of, in kegs and | |
| Churns, o.r. ... | 2 | cases ... | 1 |
| Chutney ... | 2 | „ Wire, Tubing, and Piping ... | 2 |
| Cider and Perry, in bulk or bottled, | | Copperas, packed ... | 1 |
| n.o.s. ... | C | Cordage, Hempen ... | 2 |
| Cider and Perry, in bulk or bottled, | | „ „ in truck loads of | |
| produce of Commonwealth (same | | 6 tons ... | 1 |
| rate as Colonial Wine. See pages | | Cordials, in bulk or bottled (such as | |
| 41 and 61). ... | | Raspberry Vinegar, Cloves, Pepper- | |
| Cigars and Cigarettes, o.r. ... | 3 | mint, Lime Juice, Quinine Wine, | |
| Cinnamon ... | 2 | Ginger Wine, &c.), o.r. ... | 2 |
| Circus Material and Merry-go-rounds | | Cork, Granulated, and Cork Shavings, | |
| —Four-wheeled trucks, 6d. per mile; | | "Smalls" minimum ... | C |
| minimum, 10s.; bogie trucks, double | | „ Sheet ... | 3 |
| rates and minimum—minimum per | | Corks, Cut ... | 3 |
| special train, full rate for 14 four- | | Coring, Stone ... | M |
| wheeled trucks, minimum charge | | Corn Flour ... | 2 |
| £10. ... | | „ Sacks (as Bags). ... | |
| Citrus Health Saline Powder ... | 2 | Cornices, Poles, Centre Pieces, n.o.s. | |
| Clay or Kaolin (see page 62) ... | M | packed, o.r. ... | 3 |
| Clay Retorts and Crucibles for mining | | „ fibrous or infibrous plaster, | |
| Clippings, in bales ... | C | packed, o.r. ... | 2 |
| Clocks, in cases, o.r. ... | 3 | „ fibrous or infibrous plaster, | |
| Closets, Earth, and Closet-pans ... | 3 | loose, o.r. ... | 3 |
| Clothes Lines, hempen or wire ... | 2 | Cornish Stone, ground, for pottery | |
| „ Pegs ... | 1 | making ... | A |
| Clothing, manufactured and oiled ... | 3 | Cotton, Raw ... | 2 |
| Cloves ... | 2 | „ Waste ... | 1 |
| Coal (see pages 56 and 82) ... | M | „ Yarn ... | 2 |
| „ brown and lignite ... | M | Counter and Shop Fittings ... | 3 |
| Cocoa ... | 3 | Crab Winches ... | 2 |
| Cocconut Fibre ... | 2 | „ „ (see page 84). ... | |
| Cocconuts (same as Fresh Fruit, see | | Cracklings ... | A |
| page 30). ... | | Cranes, Derrick ... | C |
| Coffee or Coffee Essence ... | 3 | Crates, empty (see page 57). ... | |
| „ Beans ... | 3 | „ wire, collapsible ... | 1 |
| Coke ... | M | Cream (see page 59). ... | |
| Colours and Paints, n.o.s., in secure | | „ of Tartar ... | 2 |
| packages ... | 3 | | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|---|--------|--|--------|
| Fish Baskets and Boxes, empty (see page 57). | | Furniture in vans, minimum 2 tons, gross weight of van and furniture, o.r. | 2 |
| Fishing Nets | 3 | " Vans, sent as above, will be returned empty at 3d. per mile; minimum, 10s. | |
| Fittings, Door | 2 | " Springs | F |
| " Electric Light, packed, o.r. | 3 | Furs, o.r. | 3 |
| " Gas, packed, o.r. ... | 3 | Fuze Cotton | 3 |
| " Shop and Counter ... | 3 | " Tape | 2 |
| Flagging (see Stone). | | " Safety | 3 |
| Flax Straw | A.P. | | |
| " Fibre | A | G. | |
| " Yarn | B | Gambier | 1 |
| Flock | 3 | Game, Dead, n.o.s., o.r. ... | 1 |
| " Dust | M | Garden Rollers and Mowers ... | 2 |
| Floorcloths and Linoleums, o.r. | 2 | " Seats | 2 |
| Flour, white and brown (see pages 82 and 86) | A.P. | " Seeds | 2 |
| " Aerated, self-raising, Procto, &c. | A | " Produce, in single packages (see page 61). | |
| Flower Pots, Earthenware, o.r. | 1 | Gasaliers and Chandeliers, o.r. ... | 3 |
| " Seeds, Roots, and Bulbs ... | 2 | Gas Fittings, packed, o.r. ... | 3 |
| Fly Wheels, o.r. | A.P. | " (Coal or Oil), Manufacturing Plant, o.r. | 2 |
| Fodder, green | A.P. | " Acetylene, Manufacturing Plant, o.r. ... | 3 |
| " compressed | 2 | Gates, Iron and Wood | 2 |
| Food, Infants' | 2 | Gelatine | 3 |
| Footlights, Glass, for pavements and floors, o.r. | 1 | Germea | 2 |
| Footrot Preparation | 2 | Ginger, dry or preserved | 3 |
| Forgings, Rough (see Iron). | | " green, as fruit, "Smalls" minimum | A |
| Forks, Hay and Garden | 2 | Griders (see Iron). | |
| Frames, Door and Window, set up, o.r. | 3 | Glass, plate or window, o.r. ... | 3 |
| " Picture, o.r., in bundles ... | 3 | " preserving jars, o.r. | 1 |
| " set up, o.r., double rate | 3 | " broken | M |
| Fruit, Dried, Canned, Bottled, and Preserved, n.o.s. | 2 | Glassware, packed, o.r. | 3 |
| " Dried, Canned, Bottled, and Preserved, n.o.s., produce of Commonwealth, on up journey, minimum 10 cwt. (see page 41) | B | Gloss, boot | 2 |
| " for Export (see page 81). | | Glucose, o.r. | 1 |
| " Fresh, in cases—"Smalls" minimum | A | " in truck loads of 6 tons ... | C |
| " " " buckets, casks, crates, or tubs—"Smalls" minimum | B | Glue | 1 |
| " " " baskets, o.r. | 1 | " pieces in bales | 1 |
| " in single packages (see page 61). | | Glycerine, crude | 1 |
| " (Inter-State Traffic, see page 82) | | " pure | 3 |
| " Pulp, "Smalls" minimum ... | 2 | " nitro (see Explosives, page 19). | |
| " Stoves, n.o.s. | 2 | Golden Syrup, Treacle, and Molasses, in casks and cases, o.r. ... | 1 |
| " Cases, empty (see page 57). | | " " in jars and tins, loose, o.r. | 3 |
| Fuller's Earth | 3 | Goods, n.o.s., o.r. | 3 |
| Furniture and Upholstery, o.r. ... | 3 | Grain, n.o.s. (see pages 82 and 86) ... | A.P. |
| " and Household Effects, including pianos and organs, second-hand, not for sale, o.r. | 2 | " Foods, patent, n.o.s. | 2 |
| " and Household Effects, including pianos and organs, second-hand, not for sale, in truck loads of 3 tons, 1s. per mile; minimum, 20s. Any excess quantity, <i>pro rata</i> , o.r. (for Inter-State traffic see page 83). | | Granite, dressed, partially polished or carved, or polished on one side only (see page 62) ... | A |
| | | " polished or carved, in cases, o.r. ... | 1 |
| | | " polished or carved, loose, o.r. | 2 |
| | | " rough blocks (see page 62) ... | M |
| | | Grape Skins, crushed | M |
| | | " Spirit | 1 |
| | | Graphite | 3 |
| | | Grass and Rushes for brickmaking ... | A |
| | | " Rope, twisted | A.P. |
| | | " Seeds | A.P. |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|--|---------|--|--------|
| Grates, packed | 3 | I. | |
| „ loose, o.r. | 3 | Ice, in waterproof cases or sacks, | |
| Gratings | 2 | „ „Smalls” minimum | B |
| Grave Railings, o.r. | 2 | „ in waterproof cases or sacks, in | |
| Gravestones, dressed, polished or | | truck loads of 6 tons | A |
| carved, in cases, o.r. | 1 | „ (see page 84). | |
| Gravestones, dressed, polished or | | Ink, in casks | 2 |
| carved, loose, o.r. | 2 | „ in bottles, in cases, minimum one | |
| Gravel (see pages 62 and 83) | M | ton | 2 |
| Grease, axle and antifriction | 1 | „ in bottles, in cases, in smaller | |
| Grindery, n.o.s. | 3 | quantities | 3 |
| Grindstones, o.r. | 2 | Indiarubber Goods, o.r. | 3 |
| Groats | 2 | „ old | C |
| Groceries, n.o.s. | 2 | Insecticide and Insectibane | 2 |
| Grubbing Machines | 1 | Instruments, Musical, Optical, Scien- | |
| Guano | Manure. | tific, Surgical, and n.o.s., o.r. | 3 |
| Gum, dry, Wattle | 1 | Insulators for telegraph poles | 2 |
| „ liquid red | 2 | | |
| „ Shellac | 2 | | |
| Gunmetal | 2 | | |
| Guttering, Piping, Ridging, and | | | |
| Spouting, galvanized iron, tin, or | | | |
| zinc, o.r. | 3 | | |
| Gypsum (see page 62) | A | | |
| „ for manure, on declaration | Manure. | | |
| H. | | | |
| Hair, Builders' | 2 | | |
| „ Unmanufactured | 2 | | |
| „ Upholsterers' | 3 | | |
| Hams and Bacon (see page 61) | C | | |
| „ in truck loads of | | | |
| 6 tons | B | | |
| Hames and Chains | 2 | | |
| Hand Carts | 2 | | |
| Handles, Wooden, in bundles or cases | | | |
| Hardware, n.o.s. | 1 | | |
| Hares, dead, “Smalls” minimum | B | | |
| „ for export (see page 81). | | | |
| Haricot Beans | 2 | | |
| Harness and Saddlery, n.o.s., o.r. | | | |
| Hay, in bundles or bales | A.P. | | |
| Hearthstones | A | | |
| Hemp | A | | |
| „ Yarn | 2 | | |
| Herbs | 3 | | |
| Hessian, in bales and bolts | 2 | | |
| Hides (see page 75) | B | | |
| Hiderow | M | | |
| Hogsheads, empty (see page 58) | | | |
| Hollowware, n.o.s., o.r. | 3 | | |
| Honey, in tins, cases, or casks | B | | |
| „ in single packages (see p. 61). | | | |
| „ for export (see page 81). | | | |
| „ (see page 62). | | | |
| Honey Tins, empty (see page 58) | | | |
| Hooks, reaping | 2 | | |
| Hops, in bales and pockets, mini- | | | |
| mum 10 cwt. | C | | |
| Horns and Hoofs | B | | |
| „ in truck loads of 5 | | | |
| tons | A | | |
| Horseshoes | 1 | | |
| Hose Reels—minimum, 5 cwt. each, | | | |
| o.r. | 2 | | |
| Houses or Offices, Wooden, whole or | | | |
| in packages | B | | |
| Hurdles, Wooden or Iron | 1 | | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|--|--------|--------------------------------------|---------|
| Iron and Steel—continued. | | Iron and Steel—continued. | |
| Crabwinches | 2 | Springs, Carriage, Dray, and Truck | 2 |
| Crowbars | 1 | Standards for fencing | 1 |
| Cylinders, turned and polished, o.r. | 2 | Steel trunks | 3 |
| " rough | 1 | Tacks | 2 |
| Disc Plates for Drills, Harrows, | | Tanks, iron, empty, up to 400 | |
| and Ploughs | 1 | gallons, o.r. | 3 |
| Gates | 2 | Tanks, iron, empty, over 400 | |
| Girders | 2 | gallons and not exceeding 1,000 | |
| " in truck loads of 6 tons ... | 1 | gallons, o.r., rate and a half ... | 3 |
| Gratings | 2 | Tanks, iron, empty, over 1,000 | |
| Grave Railings, o.r. | 2 | gallons, o.r., double rate ... | 3 |
| Hoop (see Bar). | | Tanks or Vats, galvanized, up to | |
| Hurdles | 1 | 1,000 gallons, o.r., rate and a half | 3 |
| Lathes | 2 | Tanks or Vats, galvanized, over | |
| Lattice Bars, Struts, and Ties ... | 2 | 1,000 gallons, o.r., double rate... | 3 |
| Magnet | M | Tanks, filled. Tanks as above; con- | |
| Mining Cages, Screens, and Tips... | 1 | tents as per classification. | 1 |
| Nails and Spikes | 1 | Telegraph Poles | 2 |
| Nuts | M | Troughing, o.r. | 2 |
| Ore | 2 | Trucks and Skips, Mining, and | |
| Pickaxes | M | Timber | 1 |
| Pig | | Tubing for Diamond Drills ... | 2 |
| Piles, screw and other, for bridge- | | Tyres, finished | 2 |
| building | 1 | " unfinished | 1 |
| Pipes, Black or galvanized, $\frac{1}{2}$ inch | | " " in truck loads of | |
| and upwards | 1 | 6 tons | C |
| " Cast Iron, Water, and Gas, | | Tyre Setters | C |
| including T bends and | | Valves | 2 |
| junctions | C | Verandah posts | 2 |
| " Down, Cast Iron, o.r. ... | 2 | Vyces | 2 |
| " Wrought Iron, riveted, not | | Weights | 1 |
| exceeding 12 inches ... | 1 | Wheels, Fly, o.r. | 2 |
| " Wrought Iron, riveted, ex- | | " n.o.s., o.r. | 3 |
| ceeding 12 inches ... | 2 | Wire, fencing, Droppers, Staples, | |
| Piping, galvanized, o.r. ... | 3 | and Wire Netting, in bundles ... | C |
| Ploughshares and Mouldboards ... | 1 | Wire, fencing, Droppers, Staples, | |
| Plough Wheels | 1 | and Wire Netting, in truck loads | |
| Posts, Lamp and Verandah ... | 2 | of 6 tons | C, less |
| Pulleys and Blocks | 2 | | 20 p.c. |
| Rails, Chairs and Fishplates, Rail- | | Wire Fencing and Wire Netting | |
| way and tram | C | (see page 72) | |
| Rails, Chairs and Fishplates, Rail- | | Wire Netting, in lots of 6 tons and | |
| way and tram, in truck loads of | | upwards, carried from Mel- | |
| 6 tons | B | bourne to country districts at | |
| Railings, o.r. | 2 | convenience of the Commis- | |
| Retorts, o.r. | 2 | sioners in live-stock trucks | |
| Ridging, galvanized, o.r. ... | 3 | which would otherwise run | |
| Rivets, n.o.s. | 2 | empty | A |
| Rivets, for Boilers | 1 | Wire, Bright, o.r. | 1 |
| " " when forming | | " for Wire Mattresses ... | 1 |
| part of a 6 ton truck load | | " Insulated | 1 |
| with Bar, Rod, Plate, Hoop, | | " Strainers | 1 |
| and Angle Iron and Steel | | | |
| Roofwork | 2 | Ironmongery, n.o.s. | 3 |
| Ropes, Wire and Steel | 2 | Isinglass | 3 |
| " minimum 3 tons | 1 | J. | |
| Safes | 3 | Jadoo Fibre | Manure |
| Sash Weights | 1 | Jams and Jellies, n.o.s., o.r. ... | 2 |
| Scrap | M | " " produce of Com- | |
| Screws and Washers | 1 | monwealth, on up journey (see | |
| Shafting | 2 | page 41) | B |
| Sheet Iron (see Corrugated). | | Japan Wax | 1 |
| " Steel | 2 | Japaned Ware, o.r. | 3 |
| Sole and Floor Plates | 2 | Jars, preserving, glass, o.r. ... | 3 |
| Spokes for Agricultural Machines | 1 | Joinery, n.o.s., o.r. | 3 |
| Spouting, Galvanized, o.r. ... | 3 | Jute, Yarn | B |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|---|--------|---|--------|
| K. | | L. | |
| Kaolin (see page 62) ... | M | Lactofarina ... | A |
| Kapok, in bales, hydraulic pressed ... | 2 | Saddlers, up to 18 feet in length, rate and half ... | 3 |
| " " not hydraulic pressed ... | 3 | " over 18 feet in length, double rate ... | 3 |
| Kassina ... | 1 | Lamp Black ... | 2 |
| Kauri Edgings (see Timber). ... | | Lamps, Hall and Street, packed, o.r. ... | 3 |
| Kegs, empty (see page 58). ... | | " " " loose, o.r., rate and a half ... | 3 |
| Kellofuge ... | C | Lamp posts ... | 2 |
| Kerbing (see Stone). ... | | Lampware, in cases, o.r. ... | 3 |
| Kerosene, in bulk, in owners' trucks, minimum 6 tons per truck ... | B | Lard, in casks, kegs, and cases ... | 1 |
| " in cases and in bulk, also in approved tins or drums, uncasead ... | C | Lasts ... | 2 |
| " in cases and in bulk, also in approved tins or drums, uncasead, minimum 8 tons per truck ... | B | Lathes (see Iron). ... | |
| " taps, metal ... | 2 | Lead and Compo. Piping ... | 2 |
| " (see pages 62 and 72). ... | | " Ore ... | A |
| Kilderkins, empty (see page 58). ... | | " Pig ... | C |
| | | " Red and White ... | 2 |
| | | " Scrap ... | A |
| | | " Sheet ... | 2 |
| | | " Tea ... | A |
| | | Leaf, Gold and Silver, o.r. ... | 3 |
| | | Leather, Plain and Patent, also Basils ... | 1 |
| | | " " " produce of Commonwealth, on up journey (see page 41) ... | |
| | | Leather, Fancy and Bookbinders', o.r. ... | 3 |
| | | Leatherware, o.r. ... | 3 |
| | | Lentils ... | 2 |
| | | Lignite ... | M |
| | | Lime and Hair (Tanners' refuse) ... | Manure |
| | | " Chloride of ... | 1 |
| | | " " in truck loads of 6 tons ... | C |
| | | " in bags, minimum 3 tons (see page 62) ... | A |
| | | " " in truck loads of 6 tons ... | M |
| | | " slacked, on declaration ... | Manure |
| | | " water in casks ... | 1 |
| | | Limejuice and Limella, o.r. ... | 2 |
| | | Limestone ... | M |
| | | Linoleum ... | 2 |
| | | " cork ... | |
| | | Linseed ... | |
| | | " Meal, in bags ... | A.P. |
| | | " " in cases ... | A |
| | | Liquids, Inflammable, n.o.s., o.r. ... | 1 |
| | | Liquors, in bulk or bottled, n.o.s., o.r. ... | 3 |
| | | Liquorice ... | 3 |
| | | Live Stock (see page 98). ... | |
| | | Logwood ... | 1 |
| | | Logs (see Timber). ... | |
| | | Lollies, o.r. ... | 2 |
| | | " minimum 2 tons, o.r. ... | 1 |
| | | Lorries (see Vehicles, page 61). ... | 3 |
| | | Luggage, o.r. ... | |
| | | " with Second-hand Furniture, o.r. ... | 2 |
| | | M. | |
| | | Machinery and Machines— | |
| | | Agricultural Machines (see pages 25, 81, and 84). ... | |
| | | Bag Lifters ... | 2 |
| | | Butter Making and Dairy Cooling Plant, o.r. ... | 2 |
| | | Butter Making and Dairy Cooling Plant, in truck loads of 6 tons, o.r. ... | 1 |
| | | Cream Separators, o.r. ... | 2 |
| | | Diamond Drills ... | 1 |
| | | " in truck loads of 6 tons ... | C |
| | | Distillery Apparatus, o.r. ... | 3 |
| | | Flour Dressing, o.r. ... | 2 |
| | | " " in truck loads of 6 tons, o.r. ... | 1 |
| | | Grape Crushers ... | 2 |
| | | Grubbing ... | 1 |
| | | Hay Steamers ... | 1 |
| | | Heavy, n.o.s., including Solo Plates and Fly Wheels (see page 84) ... | 2 |
| | | Hop Sulphurating ... | 2 |
| | | Irrigation ... | 2 |
| | | Irrigation, in truck loads of 6 tons ... | 1 |
| | | Mangles, o.r. ... | 2 |
| | | Mining ... | 1 |
| | | " in truck loads of 6 tons ... | C |
| | | New, for export, &c. (see page 84) ... | 3 |
| | | Not otherwise specified, o.r. ... | C |
| | | Pile Driving ... | 2 |
| | | Pulpers ... | 2 |
| | | Rabbit Exterminating ... | 2 |
| | | Rabbit Poisoning (see page 85) ... | 2 |
| | | Sausage, o.r. ... | 2 |
| | | Sheep Shearing ... | 2 |
| | | Stone Breaking ... | 2 |
| | | Water Boring ... | 2 |
| | | Old, on statutory declaration of having been in use 3 years and upwards; declaration to be made on Form 100 ... | C |
| | | Maize (see pages 62 and 84) ... | A.P. |
| | | Macaroni ... | 2 |
| | | Magnesia, Fluid ... | 2 |
| | | Magnet Iron ... | M |
| | | Maizena ... | 2 |
| | | Malt ... | A |
| | | " Comblings ... | A.P. |
| | | " Extract ... | 2 |
| | | 2 Mallee Roots (see page 63). ... | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|--|--------|---|--------|
| Malthoid | 1 | Melons, small lots, as Vegetables. | |
| Manganese | C | Merry-go-rounds (see "Circus Material"). | |
| " Oro | A | Metal, old, comprising Castings, Zinc, | |
| Mangel Wurzel | A.P. | Old Quicksilver Bottles, Lead, and | |
| Manures, Artificial | | Scrap, n.o.s. | A |
| " Ammonia, sulphate of | | Metal, Road (see pages 60, 62, and 83) | M |
| " Bonedust | | Meters, Water and Gas, o.r. | 3 |
| " Bonemeal | | Milk, Preserved and Concentrated | 1 |
| " Copi, on declaration | | " Fresh (see page 59). | |
| " Guano | | Millstones, o.r. | 2 |
| " Gypsum, on declaration | | Millet | A.P. |
| " Jadoo Fibre | | Mineral Naptha | 1 |
| " Lime, slacked, on declaration | | " Waters, "Smalls" minimum | C |
| " Lime and Hair (Tanners' Refuse) | | Mining Props, Laths and Slabs (see page 64) | M |
| " Night-soil, deodorized | | " Buckets, Trucks, Cages, Tips, Screens, and Skips, Iron | 1 |
| " Nitrate of Potash | | Mirrors and Looking Glasses, in cases, o.r. | 3 |
| " Soda | | Mirrors and Looking Glasses in skeleton cases, o.r., rate and half | 3 |
| " Nitre Cake | | Mirrors and Looking Glasses, unpacked, o.r., double rate | 3 |
| " Phoscal | | Molasses, in casks, cases, and tins (see Golden Syrup). | |
| " Salt, on declaration | | " and Treacle, for cattle food, on declaration | A |
| " Stable and Street Sweepings | | Monier Plates, Flags, and Curb-pieces | M |
| " Tobacco Plant Refuse | 3 | " Pipes | A |
| Mantel-pieces, o.r. | B | Moss, in bags | 1 |
| Marble, Chips | 3 | Motor Cars (see Vehicles, page 61). | |
| " Fenders, o.r. | A | Mouldboards | 1 |
| " Partially Polished or Carved | 1 | Mouldings, Architraves, and Skirtings, common wood, not gilded | C |
| " Polished or Carved, in cases, o.r. | 2 | Mouldings, gilt, and n.o.s., o.r. | 3 |
| " Polished or Carved, loose, o.r. | M | Mulsine | 2 |
| " Rough Blocks | C | Muntz Metal | 2 |
| " Slabs, dressed | A | Mungo | 1 |
| " Slabs, undressed | M | Murato | 1 |
| Marl | 3 | Murray Pine, dressed as sawn hardwood. | B |
| Matches, Vestas, and Vesuvians, o.r. | | " " undressed. | |
| Material, Railway, Old (see page 82) | | Mustard | 2 |
| Mats, old straw | C | Musthita | 1 |
| Mattresses | 3 | " in truck loads of 6 tons | C |
| Matting, Chinese | 2 | Myrabolams | C |
| " and Mats, Cocoa-nut, Coir, and Jute | 2 | " Extract of | 1 |
| " and Mats, n.o.s. | 3 | | |
| Meal, n.o.s. | 2 | | |
| " Brown, for brown bread | A.P. | | |
| " Penase, Wheat, Oat, Maize, and Linseed, in bags | A | | |
| " " " in cases | 1 | | |
| " Bone | Manure | | |
| Meat, Fresh, including Veal and Pork, o.r. | 1 | | |
| " " in louver trucks, minimum 5 tons, o.r. | A | | |
| " " (see page 84). | | | |
| " and Rabbits, Frozen, o.r.; in T trucks, 104d. per truck of 8 tons per mile, minimum 33s.; in TT trucks, 1s. 2d. per truck of 10 tons per mile, minimum 44s. (see page 84). | | | |
| " Pastes | 2 | | |
| Meats, Extract of | 2 | | |
| " Preserved, in cases | 2 | | |
| Medicines, n.o.s., o.r. | 3 | | |
| Melons | M | | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|--|-----------------|--|--------|
| Rims, Buggy | 2 | Sashes, Window, set up, o.r. ... | 3 |
| Rivets, Iron, for boilers ... | 1 | Sash Weights (see Iron) ... | |
| Rivets, Iron, for boilers, when forming part of a 6-ton truck load, with Bar, Rod, Plate, Hoop, and Angle Iron and Steel ... | C, less 20 p.c. | Sauces, n.o.s. ... | 2 |
| Rivets, Screws, and Tacks, n.o.s. ... | 2 | „ produce of Commonwealth, up journey (see page 41) ... | B |
| Road Metal (see pages 60, 62, and 83) ... | M | Sausages, o.r. ... | 1 |
| Rock Drills ... | 1 | Sausage skins ... | 3 |
| „ „ in truck loads of 6 tons ... | C | Saws, o.r. ... | 3 |
| „ Salt ... | B | Saw Benches ... | 2 |
| „ „ in truck loads of 6 tons ... | A | Sawdust ... | M |
| Rods, Brass and Copper ... | 2 | Scab Specific ... | 2 |
| Rollers, Land ... | 1 | Scales and Beams, o.r. ... | 3 |
| „ Mill, o.r. ... | 2 | Scrap Lead, Tin, Copper, and Brass ... | A |
| „ „ for repairs, half rate on return journey, on declaration, o.r. ... | | Screenings, Stone (see pages 60, 62, and 83) ... | M |
| „ Road ... | C | „ Coke ... | M |
| Roofwork, Iron (see Iron) ... | | „ Tarred, in bags ... | M |
| Roots and Seeds, Agricultural, Grass, and Vegetable, n.o.s. ... | A.P. | Screws and Washers, iron ... | 1 |
| Medicinal ... | A | Screws, n.o.s. ... | 2 |
| Rope, Bagging, and Rags, old, for paper-making, on declaration ... | A | Screwjacks ... | 2 |
| „ Hempen ... | 2 | Scrub Exterminator ... | 1 |
| „ „ in truck loads of 6 tons ... | 1 | Scythe Blades, o.r. ... | 2 |
| „ Wire, and Steel ... | 2 | „ Stones, o.r. ... | 2 |
| „ „ „ minimum 3 tons ... | 1 | Seats, wooden, for chairs ... | 1 |
| Rubble (see page 62) ... | M | Seaweed, in truck loads of 4 tons ... | A |
| Rugs ... | 3 | Seeds and Roots, Agricultural, Grass, and Vegetable, n.o.s. ... | A.P. |
| Runners, undressed ... | B | „ Garden and Flower ... | 2 |
| „ dressed, o.r. ... | 1 | „ Sunflower ... | A.P. |
| Rushes, Green or Dried, n.o.s. ... | C | Seed, for Birds ... | 2 |
| Rye (see page 62) ... | A.P. | Seidlitz Powders ... | 2 |
| Ruberoïd ... | 1 | Semolina ... | 2 |
| S. | | Shafts (see Poles) ... | |
| Saddlery (see Harness) ... | | Shale, Oil ... | A |
| Saddlers' Ironmongery, n.o.s. (see Chains and Hames) ... | 3 | „ other than Oil Shale (see page 62) ... | M |
| Safes, Iron ... | 3 | Sharps (see pages 82 and 86) ... | A.P. |
| „ n.o.s., o.r. ... | 3 | Sheep Branding Liquid (Kemp's) ... | C |
| Sago ... | 2 | Sheep Dip ... | B |
| Salt, refined, in bags, or in butter boxes for Butter factories ... | B | Sheep Shearing Machines ... | 2 |
| „ „ „ in truck loads of 6 tons ... | A | Sheep-wash Tobacco, in casks ... | 2 |
| „ „ „ in cases ... | 1 | Shells, gravel ... | M |
| „ Rock ... | B | Shingles (see Timber) ... | |
| „ „ in truck loads of 6 tons ... | A | Shot, packed ... | 2 |
| „ unrefined ... | A.P. | Shot and Shell, Cannon, not Loaded ... | C |
| „ unrefined, for manure, on declaration ... | Manure | Shovels and Spades, in cases ... | 1 |
| Salts, Epsom, crude ... | 1 | „ „ in bundles ... | 2 |
| „ „ in packets (Druggists) ... | 2 | Shrubs (see Plants) ... | |
| Saltpetre, n.o.s. ... | 1 | Sieves, o.r. ... | 3 |
| „ „ to powder factories, on declaration ... | B | Sign-boards, up to 18 feet in length ... | 3 |
| Salutis Specifics ... | 2 | „ „ over 18 feet in length, rate and a half ... | 3 |
| Sand, Arsenical, in bags or casks ... | M | Silex (Weed eradicator) ... | A |
| „ Black ... | M | Silicate of Soda ... | C |
| „ Ordinary (see page 62) ... | M | Silicate of Soda, in truck loads of 6 tons ... | B |
| Sandpaper ... | 2 | Skewers, Wooden ... | C |
| Sanitary ware (see page 85) ... | | Skins, Sheep, Rabbit, and Hare, loose or in bundles ... | B |
| Sarsaparilla, o.r. ... | 2 | Skins, Sheep, Rabbit, and Hare, small lots, in bundles—"Smalls" min. ... | C |
| | | Skins, Sheep, Rabbit, and Hare, small lots, loose ... | 1 |

NOTE.—When loose Sheepskins are required to be tanned an extra charge of 1s. per ton to be made.

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|--|--------|---------------------------------------|---------------------------------------|
| T. | | Timber, Kauri Edgings ... | M |
| Tacks ... | 2 | Telegraph Poles, with arms | C |
| Tallow and Fat ... | B | " Sawn Hardwood (not ex- | M (See Loading Scale, page 63). |
| Tan, Spent ... | M | ceeding 9 in. x 9 in. in | |
| Tanning Compounds, n.o.s. ... | 2 | depth and width), 30 cubic | |
| Tanks, Iron, empty, up to 400 gallons, | 3 | feet to ton ... | |
| o.r. ... | | " Sawn Hardwood (see p. 85). | |
| " Iron, empty, over 400 gallons | 3 | Hardwood, rough, including | |
| and not exceeding 1,000 | | Battens, Felloes, Naves, | |
| gallons, o.r., rate and half | 3 | Palings, Paving Blocks, | |
| " Iron, empty, over 1,000 gal- | | Pickets, Posts, Rails, | |
| lons, o.r., double rate ... | 3 | Shingles, Sleepers, Spokes, | |
| " or Vats, galvanized, up to | | Staves, Stocks, Vine | |
| 1,000 gallons, o.r., rate and | 3 | Stakes, &c. ... | |
| a half ... | | " Split Blackwood, also Props, | M |
| " Galvanized, over 1,000 gal- | 3 | Slabs, and Laths, un- | |
| lons, o.r., double rate ... | | dressed, for mining ... | B |
| " filled—tanks as above. Con- | 3 | Firewood and Mallee Roots | |
| tents as per classification. | | " White Pine, cut to sizes for | A |
| Tapioca ... | 2 | tallow casks ... | |
| Taps, metal kerosene ... | 2 | " Soft or Hardwood, cut to ap- | A |
| Tar and Pitch ... | 1 | proved sizes for case or | |
| " " in truck loads of 6 | C | boxmaking, in shooks, | B |
| tons ... | | "Smalls" minimum ... | |
| Targets ... | 2 | " Gong Gong Pine, 40 cubic | B |
| Tarpaulins ... | 3 | feet to the ton, as Sawn | |
| Tea ... | 1 | Hardwood. | 3 |
| Telegraph poles, iron ... | 2 | " Murray Pine, dressed ... | |
| Tents ... | 1 | " " undressed, as | A |
| Terra Cotta Lumber, Korling, and | M | Sawn Hard- | |
| Channelling ... | | wood. | 3 |
| Theatrical Scenery and Luggage, | 3 | Tin foil ... | |
| o.r. ... | | Tin Ore ... | A |
| Theatrical Scenery and Luggage, when | A | " Scrap ... | |
| accompanying theatrical companies, | | " Plates ... | C |
| four-wheeled trucks 6d. per mile, | A | " " in truck loads of 6 tons ... | |
| minimum 15s.; bogie trucks 1s. per | | " in Cakes, Bars and Ingots ... | 2 |
| mile, minimum 30s.; o.r. ... | | Tins, empty (see page 58). | |
| Thistle Eradicator ... | A | Tinware, n.o.s., o.r. ... | 3 |
| Tiles, Asphalt ... | A | Tobacco Leaf and Stalks, in bales ... | B |
| " Common Paving ... | A | " Smoking ... | 3 |
| " Drain, Roofing, and Edging ... | A | " Sheep-wash, in casks ... | 2 |
| " Ornamental and Tesselated, in | 2 | " Plant refuse ... | Manure. |
| cases ... | | Tomato Pulp ... | |
| Timber, Softwood ... | C | Tools, in chests ... | 2 |
| " cut to sizes and dressed, for | 1 | " loose o.r. ... | 3 |
| wire mattresses ... | | Toxa ... | 1 |
| " Architraves, Mouldings, and | C | Toys, o.r. ... | 3 |
| Skirtings, common wood, | | Tram Cars (see Vehicles, page 61). | A |
| not gilded ... | | Treacle (see Golden Syrup). | |
| " Blackwood Logs, 30 cubic | C | " and Molasses, for cattle food, | A |
| feet to ton ... | | on declaration ... | |
| " Piles, Logs, and Telegraph | C | Trees (see Plants). | M |
| Poles (without arms), | | Tree Ferns ... | |
| hardwood, rough, 25 cubic | C | Tricycles (see Bicycles). | 2 |
| feet to ton ... | | Troughing, o.r. ... | |
| " Piles, Beams, and Logs, | C | Trucks, Hand ... | 2 |
| sawn, hewn, or squared, | | " and Skips, Iron, Mining, and | |
| 30 cubic feet to ton ... | | Timber ... | 1 |
| " Sawn Hardwood, exceeding | C | Trunks, steel ... | |
| 9 in. x 9 in. in depth and | | Tubs, Fruit, empty (see page 58). | 3 |
| width, 30 cubic feet to ton | | " Tin or other metal, in nests, | |
| (see page 85) | C | o.r. ... | 3 |
| " Scaffolding Poles, 30 cubic | | " Wooden ... | |
| feet to ton ... | | Tubes, Boiler ... | 1 |
| | | Tubing, Brass, Lacquered ... | 3 |
| | | " for Diamond Drills ... | 2 |
| | | Turnery, o.r. ... | 3 |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|---|--------|--|--------|
| Turnery, rough | 2 | Walnuts, n.o.s. | 2 |
| Turnips | A. P. | „ produce of Commonwealth, on up journey, "Smalls" | |
| Turpentine, o.r. | 2 | minimum (see page 41) | A |
| Twine and Lines | 2 | Washing Boards | 1 |
| „ Reaper and Binder | 2 | Water (see page 86) | M |
| „ „ „ minimum 3 tons | 1 | Wattle Tops and Leaves | B |
| Type, Printing, o.r. | 3 | Wax, Bees | 1 |
| Tyres, finished | 2 | „ Japan | 1 |
| „ unfinished | 1 | „ Paraffin | 2 |
| „ „ in truck loads of 6 tons | C | „ nos. | 3 |
| „ settlers | C | Weights (see Iron). | |
| U. | | Wheat (see pages 82 and 86) ... | A. P. |
| Upholstery o.r. | 3 | „ poisoned, for rabbit-killing ... | A. P. |
| Universal Cleanser Polish ... | 2 | Wheelbarrows | 2 |
| Uralite | 1 | Wheels, Barrow | 2 |
| V. | | „ Fly, o.r. | 2 |
| Vacrome | 2 | „ Dray and Waggon, o.r. ... | 2 |
| Valonia | C | „ Gig and Carriage, o.r. ... | 3 |
| Varnish | 3 | „ Iron, rough for mining trucks | 1 |
| Vats, wine, empty (see page 58). | | „ n.o.s., o.r. | 3 |
| „ Galvanized (see Tanks). | | Whips | 3 |
| Vegetables, compressed, in cases ... | 1 | White Oxide | 2 |
| „ fresh, in bags, crates, or cases, "Smalls" minimum | A | Whiting | C |
| „ in single packages (see page 61). | | Wickerware, o.r. | 3 |
| „ Inter-State traffic (see page 82). | | Willows for basket-making ... | C |
| „ loose, in truck loads, mini- mum 4 tons | A | Window glass, o.r. | 3 |
| „ preserved | 2 | „ Sashes and frames, set up, o.r. | 3 |
| Vegetable Seeds | A. P. | Wine, n.o.s., in bulk or bottled, o.r. | 3 |
| Vehicles (see page 61). | | „ produce of Commonwealth, in cases, kegs, and demijohns, "Smalls" minimum | C |
| Venetian Blinds, in cases | 3 | „ produce of Commonwealth, in single packages (see page 61). | |
| „ in packages, o.r. | 2 | „ produce of Commonwealth, in bulk, "Smalls" minimum ... | A |
| Verandah posts | 2 | „ finings | 3 |
| Vermicelli | 2 | „ off, previously carried by rail, returned to vigneron at the original forwarding station, shall be charged under Class "A" conditions, but at half of Class "A" rates. Declara- tion to be furnished with con- signment note. | |
| Vestas, Matches, and Vesuvians, o.r. | 3 | „ off, forwarded to distilleries for distillation, and so declared on the consignment note, shall be charged under Class "A" rates and conditions in the first instance, and on produc- tion of a certificate from the Customs officer that the iden- tical wine has been distilled the charges may be reduced to Class "M" rates and con- ditions. | |
| Vine Cuttings, in bundles | C | Wine, Spirits of, o.r. | 3 |
| Vinegar, in bulk, o.r. | 1 | Wind-mills, in packages, o.r. ... | 1 |
| „ bottled, in cases, o.r. | 2 | „ set up, o.r. | 3 |
| Vine Stakes (see Timber). | | Wire, Fencing and Netting, also Droppers and Staples (see Iron). | |
| Vineyard Waste Products, in truck loads of 6 tons | A | | |
| Vinex | 1 | | |
| „ in truck load of 6 tons | C | | |
| Vulcana (Cattle Spice) | 2 | | |
| Vyces (see Iron). | | | |
| W. | | | |
| Waggons (see Vehicles, page 61). | | | |
| Walker's Eclipse Compound, for boilers | 2 | | |

ALPHABETICAL CLASSIFICATION OF GOODS—continued.

| Article. | Class. | Article. | Class. |
|--------------------------------------|--------|------------------------------------|--------|
| Wire, Bright, o.r. ... | 1 | | |
| " Copper and Brass ... | 2 | Y. | |
| " Cloth, o.r. ... | 3 | Yeast, o.r. ... | 3 |
| " Insulated ... | 1 | Yokes, Bullock ... | 1 |
| " Mattress-making ... | 3 | Yarn, Cotton, and Hemp ... | 2 |
| " Rope (see Rope). | | " Jute ... | B |
| " Stands and Frames, rate and a | | | |
| half, o.r. ... | 3 | Z. | |
| " Strainers ... | 1 | Zinc, in casks and casés ... | 2 |
| Woodenware, n o s, o.r. ... | 2 | " old, melted into cakes or ingots | A |
| Wooden Seats for chairs ... | 1 | " perforated, o.r. ... | 3 |
| Woolen Fibre, teased, in bales ... | C | " Scrap, in bags ... | A |
| Wool, in bales, bags, or fadges (see | | " Shavings ... | 2 |
| pages 87 to 94) | | " Sheet ... | 2 |
| Woolpacks (see page 62) ... | B | | |
| " in truck loads of 6 tons | A | | |
| Wool-presses ... | 2 | | |

Note 1.—All goods not specified in this Classification shall be charged Class 3 rates.

2.—Wherever in the foregoing Classification "up journey" rates are specified, they shall apply only for the mileage on the direct up journey from the forwarding station, but shall not be operative in respect of goods carried by sea to ports and railled thence on the up journey.

3.—Wherever in the preceding Classification an entry is made after any article thus, "Minimum wt.," it means that the actual weight of such article shall be charged for at the rate shown, subject only to the minimum charge stated, and irrespective of the tariff for "small's."

MILEAGE RATES PER TON FOR GOODS.

(For Rates other than Mileage Rates see pages 67 to 75.)

| Miles. | Class M. * | Class A. P. * | Special A. P. Rate. * | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
|--------|------------------|---------------------|--------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| 1-6 | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 7 | 0 2 0 | 0 2 0 | 0 2 5 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 8 | 0 2 3 | 0 2 3 | 0 2 8 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 9 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 10 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 11 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 12 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 13 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 14 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 15 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 16 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 17 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 18 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 19 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 20 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 21 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 22 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 23 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 24 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 25 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 26 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 27 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 28 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 29 | 0 2 6 | 0 2 6 | 0 3 0 | 0 3 0 | 0 3 4 | 0 3 10 | 0 3 10 | 0 4 5 | 0 6 0 |
| 30 | 0 2 9 | 0 3 6 | 0 4 2 | 0 5 0 | 0 6 8 | 0 9 5 | 0 11 0 | 0 13 9 | 0 18 2 |
| 31 | 0 2 10 | 0 3 9 | 0 4 6 | 0 5 6 | 0 6 8 | 0 9 11 | 0 11 7 | 0 14 4 | 0 18 9 |
| 32 | 0 2 11 | 0 3 10 | 0 4 6 | 0 5 6 | 0 7 2 | 0 9 11 | 0 11 7 | 0 14 11 | 0 19 4 |
| 33 | 0 3 0 | 0 3 9 | 0 4 6 | 0 5 6 | 0 7 2 | 0 10 6 | 0 12 2 | 0 15 5 | 0 19 11 |
| 34 | 0 3 1 | 0 3 10 | 0 4 6 | 0 5 6 | 0 7 2 | 0 10 6 | 0 12 2 | 0 15 5 | 0 19 11 |
| 35 | 0 3 2 | 0 3 11 | 0 4 6 | 0 5 6 | 0 7 2 | 0 10 6 | 0 12 2 | 0 15 5 | 0 19 11 |
| 36 | 0 3 3 | 0 3 12 | 0 4 6 | 0 5 6 | 0 7 2 | 0 10 6 | 0 12 2 | 0 15 5 | 0 19 11 |
| 37 | 0 3 4 | 0 3 13 | 0 4 6 | 0 5 6 | 0 7 2 | 0 10 6 | 0 12 2 | 0 15 5 | 0 19 11 |
| 38 | 0 3 5 | 0 3 14 | 0 4 6 | 0 5 6 | 0 7 2 | 0 10 6 | 0 12 2 | 0 15 5 | 0 19 11 |
| 39 | 0 3 6 | 0 3 15 | 0 4 6 | 0 5 6 | 0 7 2 | 0 10 6 | 0 12 2 | 0 15 5 | 0 19 11 |
| 40 | 0 3 6 | 0 4 9 | 0 5 8 | 0 6 8 | 0 8 3 | 0 12 2 | 0 14 11 | 0 18 2 | 1 4 2 |
| 41 | 0 3 7 | 0 4 10 | 0 5 8 | 0 6 8 | 0 8 10 | 0 12 8 | 0 14 11 | 0 18 9 | 1 4 9 |
| 42 | 0 3 8 | 0 4 11 | 0 5 8 | 0 6 8 | 0 7 2 | 0 8 10 | 0 12 8 | 0 15 5 | 0 19 3 |
| 43 | 0 3 9 | 0 4 12 | 0 6 0 | 0 7 2 | 0 8 10 | 0 13 3 | 0 16 0 | 0 19 10 | 1 6 0 |
| 44 | 0 3 10 | 0 4 13 | 0 6 0 | 0 7 2 | 0 9 5 | 0 13 3 | 0 16 0 | 1 0 5 | 1 6 7 |
| 45 | 0 3 11 | 0 4 14 | 0 6 0 | 0 7 2 | 0 9 5 | 0 13 9 | 0 16 6 | 1 0 11 | 1 7 2 |
| 46 | 0 4 0 | 0 4 15 | 0 6 4 | 0 7 9 | 0 9 5 | 0 13 9 | 0 17 1 | 1 0 11 | 1 7 10 |
| 47 | 0 4 1 | 0 4 16 | 0 6 4 | 0 7 9 | 0 9 11 | 0 14 4 | 0 17 8 | 1 1 6 | 1 8 5 |
| 48 | 0 4 2 | 0 4 17 | 0 6 4 | 0 7 9 | 0 9 11 | 0 14 4 | 0 17 8 | 1 1 6 | 1 8 5 |
| 49 | 0 4 3 | 0 4 18 | 0 6 7 | 0 7 9 | 0 9 11 | 0 14 11 | 0 18 2 | 1 2 7 | 1 9 7 |
| 50 | 0 4 3 | 0 5 6 | 0 6 7 | 0 8 3 | 0 10 6 | 0 14 11 | 0 18 2 | 1 3 2 | 1 10 3 |
| 51 | 0 4 4 | 0 5 7 | 0 6 11 | 0 8 3 | 0 10 6 | 0 15 5 | 0 18 9 | 1 3 8 | 1 10 10 |
| 52 | 0 4 5 | 0 5 8 | 0 6 11 | 0 8 3 | 0 10 6 | 0 15 5 | 0 19 3 | 1 3 8 | 1 11 5 |
| 53 | 0 4 6 | 0 5 9 | 0 6 11 | 0 8 3 | 0 11 0 | 0 16 0 | 0 19 3 | 1 4 3 | 1 12 0 |
| 54 | 0 4 7 | 0 5 10 | 0 7 2 | 0 8 10 | 0 11 0 | 0 16 0 | 0 19 10 | 1 4 9 | 1 12 8 |
| 55 | 0 4 8 | 0 5 11 | 0 7 2 | 0 8 10 | 0 11 0 | 0 16 6 | 1 0 5 | 1 5 4 | 1 13 3 |
| 56 | 0 4 9 | 0 5 12 | 0 7 6 | 0 8 10 | 0 11 7 | 0 16 6 | 1 0 5 | 1 5 11 | 1 13 10 |
| 57 | 0 4 10 | 0 5 13 | 0 7 6 | 0 8 10 | 0 11 7 | 0 17 1 | 1 0 11 | 1 6 5 | 1 14 5 |
| 58 | 0 4 11 | 0 5 14 | 0 7 6 | 0 9 5 | 0 11 7 | 0 17 1 | 1 1 6 | 1 6 5 | 1 15 1 |
| 59 | 0 5 0 | 0 5 15 | 0 7 6 | 0 9 5 | 0 12 2 | 0 17 8 | 1 1 6 | 1 7 0 | 1 15 8 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. * | Class A. P. * | Special A. P. Rate. ** | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
|--------|------------------|---------------------|---------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 60 | 0 5 0 | 0 0 3 | 0 7 6 | 0 9 5 | 0 12 2 | 0 17 8 | 1 2 0 | 1 7 6 | 1 16 3 |
| 61 | 0 5 1 | 0 0 3 | 0 7 6 | 0 9 5 | 0 12 2 | 0 18 2 | 1 2 7 | 1 8 1 | 1 16 10 |
| 62 | 0 5 2 | 0 0 6 | 0 7 10 | 0 9 11 | 0 12 8 | 0 18 2 | 1 2 7 | 1 8 8 | 1 17 6 |
| 63 | 0 5 3 | 0 0 6 | 0 7 10 | 0 9 11 | 0 12 8 | 0 18 9 | 1 3 2 | 1 9 2 | 1 18 1 |
| 64 | 0 5 4 | 0 0 6 | 0 7 10 | 0 9 11 | 0 12 8 | 0 18 9 | 1 3 8 | 1 9 2 | 1 18 8 |
| 65 | 0 5 5 | 0 0 6 | 0 7 10 | 0 9 11 | 0 13 3 | 0 19 3 | 1 3 8 | 1 9 9 | 1 19 3 |
| 66 | 0 5 6 | 0 0 6 | 0 7 10 | 0 10 6 | 0 13 3 | 0 19 3 | 1 4 3 | 1 10 3 | 1 19 11 |
| 67 | 0 5 7 | 0 0 6 | 0 8 1 | 0 10 6 | 0 13 3 | 0 19 10 | 1 4 9 | 1 10 10 | 2 0 6 |
| 68 | 0 5 8 | 0 0 6 | 0 8 1 | 0 10 6 | 0 13 9 | 0 19 10 | 1 4 9 | 1 11 5 | 2 1 1 |
| 69 | 0 5 9 | 0 0 6 | 0 8 1 | 0 10 6 | 0 13 9 | 1 0 5 | 1 5 4 | 1 11 11 | 2 1 8 |
| 70 | 0 5 10 | 0 0 7 | 0 8 5 | 0 11 0 | 0 13 9 | 1 0 5 | 1 5 11 | 1 11 11 | 2 2 4 |
| 71 | 0 5 11 | 0 0 7 | 0 8 5 | 0 11 0 | 0 14 4 | 1 0 11 | 1 5 11 | 1 12 6 | 2 2 11 |
| 72 | 0 6 0 | 0 0 7 | 0 8 8 | 0 11 0 | 0 14 4 | 1 0 11 | 1 6 5 | 1 13 0 | 2 3 6 |
| 73 | 0 6 1 | 0 0 7 | 0 8 8 | 0 11 0 | 0 14 4 | 1 1 6 | 1 7 0 | 1 13 7 | 2 4 1 |
| 74 | 0 6 2 | 0 0 7 | 0 8 8 | 0 11 7 | 0 14 11 | 1 1 6 | 1 7 0 | 1 14 2 | 2 4 9 |
| 75 | 0 6 3 | 0 0 7 | 0 9 0 | 0 11 7 | 0 14 11 | 1 2 0 | 1 7 6 | 1 14 8 | 2 5 4 |
| 76 | 0 6 4 | 0 0 7 | 0 9 0 | 0 11 7 | 0 14 11 | 1 2 0 | 1 8 1 | 1 14 8 | 2 5 11 |
| 77 | 0 6 5 | 0 0 7 | 0 9 0 | 0 11 7 | 0 15 5 | 1 2 7 | 1 8 1 | 1 15 3 | 2 6 6 |
| 78 | 0 6 6 | 0 0 7 | 0 9 4 | 0 12 2 | 0 15 5 | 1 2 7 | 1 8 8 | 1 15 9 | 2 7 2 |
| 79 | 0 6 7 | 0 0 7 | 0 9 4 | 0 12 2 | 0 15 5 | 1 3 2 | 1 9 2 | 1 16 4 | 2 7 9 |
| 80 | 0 6 8 | 0 0 7 | 0 9 4 | 0 12 2 | 0 16 0 | 1 3 2 | 1 9 2 | 1 16 11 | 2 8 4 |
| 81 | 0 6 9 | 0 0 7 | 0 9 4 | 0 12 2 | 0 16 0 | 1 3 8 | 1 9 9 | 1 17 5 | 2 8 11 |
| 82 | 0 6 10 | 0 0 7 | 0 9 4 | 0 12 8 | 0 16 0 | 1 3 8 | 1 10 3 | 1 17 5 | 2 9 7 |
| 83 | 0 6 11 | 0 0 8 | 0 9 7 | 0 12 8 | 0 16 6 | 1 4 3 | 1 10 3 | 1 18 0 | 2 10 2 |
| 84 | 0 7 0 | 0 0 8 | 0 9 7 | 0 12 8 | 0 16 6 | 1 4 3 | 1 10 10 | 1 18 6 | 2 10 9 |
| 85 | 0 7 1 | 0 0 8 | 0 9 7 | 0 12 8 | 0 16 6 | 1 4 9 | 1 11 5 | 1 19 1 | 2 11 4 |
| 86 | 0 7 2 | 0 0 8 | 0 9 7 | 0 13 3 | 0 17 1 | 1 4 9 | 1 11 5 | 1 19 8 | 2 12 0 |
| 87 | 0 7 3 | 0 0 8 | 0 9 11 | 0 13 3 | 0 17 1 | 1 5 4 | 1 11 11 | 2 0 2 | 2 12 7 |
| 88 | 0 7 4 | 0 0 8 | 0 9 11 | 0 13 3 | 0 17 1 | 1 5 4 | 1 12 6 | 2 0 2 | 2 13 2 |
| 89 | 0 7 5 | 0 0 8 | 0 9 11 | 0 13 3 | 0 17 8 | 1 5 11 | 1 12 6 | 2 0 9 | 2 13 9 |
| 90 | 0 7 6 | 0 0 8 | 0 9 11 | 0 13 9 | 0 17 8 | 1 5 11 | 1 13 0 | 2 1 3 | 2 14 5 |
| 91 | 0 7 7 | 0 0 8 | 0 10 2 | 0 13 9 | 0 17 8 | 1 6 5 | 1 13 7 | 2 1 10 | 2 15 0 |
| 92 | 0 7 8 | 0 0 8 | 0 10 2 | 0 13 9 | 0 18 2 | 1 6 5 | 1 13 7 | 2 2 5 | 2 15 7 |
| 93 | 0 7 9 | 0 0 8 | 0 10 2 | 0 13 9 | 0 18 2 | 1 7 0 | 1 14 2 | 2 2 11 | 2 16 2 |
| 94 | 0 7 10 | 0 0 8 | 0 10 2 | 0 14 4 | 0 18 2 | 1 7 0 | 1 14 8 | 2 2 11 | 2 16 10 |
| 95 | 0 7 11 | 0 0 8 | 0 10 6 | 0 14 4 | 0 18 9 | 1 7 6 | 1 14 8 | 2 3 6 | 2 17 5 |
| 96 | 0 8 0 | 0 0 8 | 0 10 6 | 0 14 4 | 0 18 9 | 1 7 6 | 1 15 3 | 2 4 0 | 2 18 0 |
| 97 | 0 8 1 | 0 0 8 | 0 10 6 | 0 14 4 | 0 18 9 | 1 8 1 | 1 15 9 | 2 4 7 | 2 18 7 |
| 98 | 0 8 2 | 0 0 8 | 0 10 6 | 0 14 11 | 0 19 3 | 1 8 1 | 1 15 9 | 2 5 2 | 2 19 3 |
| 99 | 0 8 3 | 0 0 8 | 0 10 6 | 0 14 11 | 0 19 3 | 1 8 8 | 1 16 4 | 2 5 8 | 2 19 10 |
| 100 | 0 8 4 | 0 0 9 | 0 10 10 | 0 14 11 | 0 19 3 | 1 8 8 | 1 16 11 | 2 5 8 | 3 0 5 |
| 101 | 0 8 5 | 0 0 9 | 0 10 10 | 0 15 0 | 0 19 6 | 1 9 2 | 1 16 11 | 2 6 3 | 3 1 0 |
| 102 | 0 8 6 | 0 0 9 | 0 10 10 | 0 15 1 | 0 19 7 | 1 9 2 | 1 17 5 | 2 6 9 | 3 1 8 |
| 103 | 0 8 7 | 0 0 9 | 0 10 10 | 0 15 2 | 0 19 9 | 1 9 9 | 1 18 0 | 2 7 4 | 3 2 3 |
| 104 | 0 8 8 | 0 0 9 | 0 10 10 | 0 15 3 | 0 19 10 | 1 9 9 | 1 18 0 | 2 7 11 | 3 2 10 |
| 105 | 0 8 8 | 0 0 9 | 0 11 1 | 0 15 4 | 1 0 0 | 1 10 3 | 1 18 6 | 2 8 5 | 3 3 5 |
| 106 | 0 8 9 | 0 0 9 | 0 11 1 | 0 15 5 | 1 0 1 | 1 10 3 | 1 19 1 | 2 8 5 | 3 4 1 |
| 107 | 0 8 10 | 0 0 9 | 0 11 1 | 0 15 6 | 1 0 4 | 1 10 10 | 1 19 1 | 2 9 0 | 3 4 8 |
| 108 | 0 8 11 | 0 0 9 | 0 11 1 | 0 15 7 | 1 0 5 | 1 10 10 | 1 19 8 | 2 9 6 | 3 5 3 |
| 109 | 0 9 0 | 0 0 9 | 0 11 1 | 0 15 9 | 1 0 7 | 1 11 5 | 2 0 2 | 2 10 1 | 3 5 10 |
| 110 | 0 9 0 | 0 0 9 | 0 11 5 | 0 15 10 | 1 0 8 | 1 11 5 | 2 0 2 | 2 10 8 | 3 6 6 |
| 111 | 0 9 1 | 0 0 9 | 0 11 5 | 0 15 11 | 1 0 10 | 1 11 11 | 2 0 9 | 2 11 2 | 3 7 1 |
| 112 | 0 9 2 | 0 0 9 | 0 11 5 | 0 16 0 | 1 0 11 | 1 11 11 | 2 1 3 | 2 11 2 | 3 7 8 |
| 113 | 0 9 3 | 0 0 9 | 0 11 5 | 0 16 1 | 1 1 1 | 1 12 6 | 2 1 3 | 2 11 9 | 3 8 3 |
| 114 | 0 9 4 | 0 0 9 | 0 11 5 | 0 16 2 | 1 1 3 | 1 12 6 | 2 1 10 | 2 12 3 | 3 8 11 |
| 115 | 0 9 4 | 0 0 9 | 0 11 10 | 0 16 3 | 1 1 5 | 1 13 0 | 2 2 5 | 2 12 10 | 3 9 6 |
| 116 | 0 9 5 | 0 0 9 | 0 11 10 | 0 16 4 | 1 1 6 | 1 13 0 | 2 2 5 | 2 13 5 | 3 10 1 |
| 117 | 0 9 6 | 0 0 9 | 0 11 10 | 0 16 5 | 1 1 8 | 1 13 7 | 2 2 11 | 2 13 11 | 3 10 8 |
| 118 | 0 9 7 | 0 0 9 | 0 11 10 | 0 16 6 | 1 1 9 | 1 13 7 | 2 3 6 | 2 13 11 | 3 11 4 |
| 119 | 0 9 8 | 0 0 9 | 0 11 10 | 0 16 8 | 1 1 11 | 1 14 2 | 2 3 6 | 2 14 6 | 3 11 11 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. * | Class A. P. * | Special A. P. Rate. * | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
|--------|------------------|---------------------|--------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 120 | 0 9 8 | 0 10 2 | 0 12 2 | 0 16 9 | 1 2 0 | 1 14 2 | 2 4 0 | 2 15 0 | 3 12 6 |
| 121 | 0 9 9 | 0 10 2 | 0 12 2 | 0 16 10 | 1 2 3 | 1 14 8 | 2 4 7 | 2 15 7 | 3 13 1 |
| 122 | 0 9 10 | 0 10 2 | 0 12 2 | 0 16 11 | 1 2 4 | 1 14 8 | 2 4 7 | 2 16 2 | 3 13 9 |
| 123 | 0 9 11 | 0 10 2 | 0 12 2 | 0 17 0 | 1 2 6 | 1 15 3 | 2 5 2 | 2 16 8 | 3 14 4 |
| 124 | 0 10 0 | 0 10 2 | 0 12 2 | 0 17 1 | 1 2 7 | 1 15 3 | 2 5 8 | 2 16 8 | 3 14 11 |
| 125 | 0 10 0 | 0 10 2 | 0 12 2 | 0 17 2 | 1 2 9 | 1 15 9 | 2 5 8 | 2 17 3 | 3 15 6 |
| 126 | 0 10 1 | 0 10 6 | 0 12 7 | 0 17 3 | 1 2 10 | 1 15 9 | 2 6 3 | 2 17 9 | 3 16 2 |
| 127 | 0 10 2 | 0 10 6 | 0 12 7 | 0 17 4 | 1 3 1 | 1 16 4 | 2 6 9 | 2 18 4 | 3 16 9 |
| 128 | 0 10 3 | 0 10 6 | 0 12 7 | 0 17 5 | 1 3 2 | 1 16 4 | 2 6 9 | 2 18 11 | 3 17 4 |
| 129 | 0 10 4 | 0 10 6 | 0 12 7 | 0 17 7 | 1 3 4 | 1 16 11 | 2 7 4 | 2 19 5 | 3 17 11 |
| 130 | 0 10 4 | 0 10 6 | 0 12 7 | 0 17 8 | 1 3 5 | 1 16 11 | 2 7 11 | 2 19 5 | 3 18 7 |
| 131 | 0 10 5 | 0 10 10 | 0 13 0 | 0 17 9 | 1 3 7 | 1 17 5 | 2 7 11 | 3 0 0 | 3 19 2 |
| 132 | 0 10 6 | 0 10 10 | 0 13 0 | 0 17 10 | 1 3 8 | 1 17 5 | 2 8 5 | 3 0 6 | 3 19 9 |
| 133 | 0 10 7 | 0 10 10 | 0 13 0 | 0 17 11 | 1 3 10 | 1 18 0 | 2 9 0 | 3 1 1 | 4 0 4 |
| 134 | 0 10 8 | 0 10 10 | 0 13 0 | 0 18 0 | 1 4 0 | 1 18 0 | 2 9 0 | 3 1 8 | 4 1 0 |
| 135 | 0 10 8 | 0 10 10 | 0 13 0 | 0 18 1 | 1 4 2 | 1 18 6 | 2 9 6 | 3 2 2 | 4 1 7 |
| 136 | 0 10 9 | 0 11 2 | 0 13 5 | 0 18 2 | 1 4 3 | 1 18 6 | 2 10 1 | 3 2 2 | 4 2 2 |
| 137 | 0 10 10 | 0 11 2 | 0 13 5 | 0 18 3 | 1 4 5 | 1 19 1 | 2 10 1 | 3 2 9 | 4 2 9 |
| 138 | 0 10 11 | 0 11 2 | 0 13 5 | 0 18 4 | 1 4 6 | 1 19 1 | 2 10 8 | 3 3 3 | 4 3 5 |
| 139 | 0 11 0 | 0 11 2 | 0 13 5 | 0 18 6 | 1 4 8 | 1 19 8 | 2 11 2 | 3 3 10 | 4 4 0 |
| 140 | 0 11 0 | 0 11 2 | 0 13 5 | 0 18 7 | 1 4 9 | 1 19 8 | 2 11 2 | 3 4 5 | 4 4 7 |
| 141 | 0 11 1 | 0 11 2 | 0 13 5 | 0 18 8 | 1 5 0 | 2 0 2 | 2 11 9 | 3 4 11 | 4 5 2 |
| 142 | 0 11 2 | 0 11 4 | 0 13 7 | 0 18 9 | 1 5 1 | 2 0 2 | 2 12 3 | 3 4 11 | 4 5 10 |
| 143 | 0 11 3 | 0 11 4 | 0 13 7 | 0 18 10 | 1 5 3 | 2 0 9 | 2 12 3 | 3 5 6 | 4 6 5 |
| 144 | 0 11 4 | 0 11 4 | 0 13 7 | 0 18 11 | 1 5 4 | 2 0 9 | 2 12 10 | 3 6 0 | 4 7 0 |
| 145 | 0 11 4 | 0 11 4 | 0 13 7 | 0 19 0 | 1 5 6 | 2 1 3 | 2 13 5 | 3 6 7 | 4 7 7 |
| 146 | 0 11 5 | 0 11 6 | 0 13 10 | 0 19 1 | 1 5 7 | 2 1 3 | 2 13 5 | 3 7 2 | 4 8 3 |
| 147 | 0 11 6 | 0 11 6 | 0 13 10 | 0 19 2 | 1 5 10 | 2 1 10 | 2 13 11 | 3 7 8 | 4 8 10 |
| 148 | 0 11 7 | 0 11 6 | 0 13 10 | 0 19 3 | 1 5 11 | 2 1 10 | 2 14 6 | 3 7 8 | 4 9 5 |
| 149 | 0 11 8 | 0 11 6 | 0 13 10 | 0 19 5 | 1 6 1 | 2 2 5 | 2 14 6 | 3 8 3 | 4 10 0 |
| 150 | 0 11 8 | 0 11 6 | 0 13 10 | 0 19 6 | 1 6 2 | 2 2 5 | 2 15 0 | 3 8 9 | 4 10 8 |
| 151 | 0 11 9 | 0 11 8 | 0 14 0 | 0 19 7 | 1 6 4 | 2 2 7 | 2 15 4 | 3 9 4 | 4 11 2 |
| 152 | 0 11 10 | 0 11 8 | 0 14 0 | 0 19 8 | 1 6 5 | 2 2 9 | 2 15 7 | 3 9 6 | 4 11 9 |
| 153 | 0 11 11 | 0 11 8 | 0 14 0 | 0 19 9 | 1 6 7 | 2 2 11 | 2 15 10 | 3 9 11 | 4 12 3 |
| 154 | 0 12 0 | 0 11 8 | 0 14 0 | 0 19 10 | 1 6 9 | 2 3 1 | 2 16 2 | 3 10 3 | 4 12 9 |
| 155 | 0 12 0 | 0 11 8 | 0 14 0 | 0 19 11 | 1 6 11 | 2 3 4 | 2 16 5 | 3 10 7 | 4 13 3 |
| 156 | 0 12 1 | 0 11 10 | 0 14 2 | 1 0 0 | 1 7 0 | 2 3 6 | 2 16 8 | 3 11 0 | 4 13 10 |
| 157 | 0 12 2 | 0 11 10 | 0 14 2 | 1 0 1 | 1 7 2 | 2 3 8 | 2 17 0 | 3 11 4 | 4 14 4 |
| 158 | 0 12 3 | 0 11 10 | 0 14 2 | 1 0 2 | 1 7 3 | 2 3 10 | 2 17 3 | 3 11 9 | 4 14 10 |
| 159 | 0 12 4 | 0 11 10 | 0 14 2 | 1 0 4 | 1 7 5 | 2 4 0 | 2 17 6 | 3 12 1 | 4 15 4 |
| 160 | 0 12 4 | 0 11 10 | 0 14 2 | 1 0 5 | 1 7 6 | 2 4 3 | 2 17 9 | 3 12 5 | 4 15 11 |
| 161 | 0 12 5 | 0 12 0 | 0 14 5 | 1 0 6 | 1 7 9 | 2 4 5 | 2 18 1 | 3 12 10 | 4 16 5 |
| 162 | 0 12 6 | 0 12 0 | 0 14 5 | 1 0 7 | 1 7 10 | 2 4 7 | 2 18 4 | 3 13 2 | 4 16 11 |
| 163 | 0 12 7 | 0 12 0 | 0 14 5 | 1 0 8 | 1 8 0 | 2 4 9 | 2 18 7 | 3 13 7 | 4 17 5 |
| 164 | 0 12 8 | 0 12 0 | 0 14 5 | 1 0 9 | 1 8 1 | 2 4 11 | 2 18 11 | 3 13 11 | 4 18 0 |
| 165 | 0 12 8 | 0 12 0 | 0 14 5 | 1 0 10 | 1 8 3 | 2 5 2 | 2 19 2 | 3 14 3 | 4 18 5 |
| 166 | 0 12 9 | 0 12 2 | 0 14 7 | 1 0 11 | 1 8 4 | 2 5 4 | 2 19 5 | 3 14 8 | 4 19 0 |
| 167 | 0 12 10 | 0 12 2 | 0 14 7 | 1 1 0 | 1 8 7 | 2 5 6 | 2 19 9 | 3 15 0 | 4 19 6 |
| 168 | 0 12 11 | 0 12 2 | 0 14 7 | 1 1 1 | 1 8 8 | 2 5 8 | 3 0 0 | 3 15 5 | 5 0 1 |
| 169 | 0 13 0 | 0 12 2 | 0 14 7 | 1 1 3 | 1 8 10 | 2 5 10 | 3 0 3 | 3 15 9 | 5 0 7 |
| 170 | 0 13 0 | 0 12 2 | 0 14 7 | 1 1 4 | 1 8 11 | 2 6 1 | 3 0 6 | 3 16 1 | 5 1 1 |
| 171 | 0 13 1 | 0 12 6 | 0 15 0 | 1 1 5 | 1 9 1 | 2 6 3 | 3 0 10 | 3 16 6 | 5 1 7 |
| 172 | 0 13 2 | 0 12 6 | 0 15 0 | 1 1 6 | 1 9 2 | 2 6 5 | 3 1 1 | 3 16 10 | 5 2 2 |
| 173 | 0 13 3 | 0 12 6 | 0 15 0 | 1 1 7 | 1 9 4 | 2 6 7 | 3 1 4 | 3 17 3 | 5 2 8 |
| 174 | 0 13 4 | 0 12 6 | 0 15 0 | 1 1 8 | 1 9 6 | 2 6 9 | 3 1 8 | 3 17 7 | 5 3 2 |
| 175 | 0 13 4 | 0 12 6 | 0 15 0 | 1 1 9 | 1 9 8 | 2 7 0 | 3 1 11 | 3 17 11 | 5 3 8 |
| 176 | 0 13 5 | 0 12 8 | 0 15 2 | 1 1 10 | 1 9 9 | 2 7 2 | 3 2 2 | 3 18 4 | 5 4 3 |
| 177 | 0 13 6 | 0 12 8 | 0 15 2 | 1 1 11 | 1 9 11 | 2 7 4 | 3 2 6 | 3 18 8 | 5 4 9 |
| 178 | 0 13 7 | 0 12 8 | 0 15 2 | 1 2 0 | 1 10 0 | 2 7 6 | 3 2 9 | 3 19 1 | 5 5 3 |
| 179 | 0 13 8 | 0 12 8 | 0 15 2 | 1 2 2 | 1 10 2 | 2 7 8 | 3 3 0 | 3 19 5 | 5 5 9 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. * | Class A. P. * | Special A. P. Rate. * | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
|--------|------------------|---------------------|--------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 180 | 0 13 8 | 0 12 8 | 0 15 2 | 1 2 3 | 1 10 3 | 2 7 11 | 3 5 3 | 3 19 9 | 5 6 4 |
| 181 | 0 13 9 | 0 12 10 | 0 15 5 | 1 2 4 | 1 10 6 | 2 8 1 | 3 5 7 | 4 0 2 | 5 6 10 |
| 182 | 0 13 10 | 0 12 10 | 0 15 5 | 1 2 5 | 1 10 7 | 2 8 3 | 3 5 10 | 4 0 6 | 5 7 4 |
| 183 | 0 13 11 | 0 12 10 | 0 15 5 | 1 2 6 | 1 10 9 | 2 8 5 | 3 4 1 | 4 0 11 | 5 7 10 |
| 184 | 0 14 0 | 0 12 10 | 0 15 5 | 1 2 7 | 1 10 10 | 2 8 7 | 3 4 5 | 4 1 3 | 5 8 5 |
| 185 | 0 14 0 | 0 12 10 | 0 15 5 | 1 2 8 | 1 11 0 | 2 8 10 | 3 4 8 | 4 1 7 | 5 8 11 |
| 186 | 0 14 1 | 0 13 0 | 0 15 7 | 1 2 9 | 1 11 1 | 2 9 0 | 3 4 11 | 4 2 0 | 5 9 5 |
| 187 | 0 14 2 | 0 13 0 | 0 15 7 | 1 2 10 | 1 11 4 | 2 9 2 | 3 5 3 | 4 2 4 | 5 9 11 |
| 188 | 0 14 3 | 0 13 0 | 0 15 7 | 1 2 11 | 1 11 5 | 2 9 4 | 3 5 6 | 4 2 9 | 5 10 6 |
| 189 | 0 14 4 | 0 13 0 | 0 15 7 | 1 3 1 | 1 11 7 | 2 9 6 | 3 5 9 | 4 3 1 | 5 11 0 |
| 190 | 0 14 4 | 0 13 0 | 0 15 7 | 1 3 2 | 1 11 8 | 2 9 9 | 3 6 0 | 4 3 5 | 5 11 6 |
| 191 | 0 14 5 | 0 13 2 | 0 15 10 | 1 3 3 | 1 11 10 | 2 9 11 | 3 6 4 | 4 3 10 | 5 12 0 |
| 192 | 0 14 6 | 0 13 2 | 0 15 10 | 1 3 4 | 1 11 11 | 2 10 1 | 3 6 7 | 4 4 2 | 5 12 7 |
| 193 | 0 14 7 | 0 13 2 | 0 15 10 | 1 3 5 | 1 12 1 | 2 10 3 | 3 6 10 | 4 4 7 | 5 13 1 |
| 194 | 0 14 8 | 0 13 2 | 0 15 10 | 1 3 6 | 1 12 3 | 2 10 5 | 3 7 2 | 4 4 11 | 5 13 7 |
| 195 | 0 14 8 | 0 13 2 | 0 15 10 | 1 3 7 | 1 12 5 | 2 10 8 | 3 7 5 | 4 5 3 | 5 14 1 |
| 196 | 0 14 9 | 0 13 4 | 0 16 0 | 1 3 8 | 1 12 6 | 2 10 10 | 3 7 8 | 4 5 8 | 5 14 8 |
| 197 | 0 14 10 | 0 13 4 | 0 16 0 | 1 3 9 | 1 12 8 | 2 11 0 | 3 8 0 | 4 6 0 | 5 15 2 |
| 198 | 0 14 11 | 0 13 4 | 0 16 0 | 1 3 10 | 1 12 9 | 2 11 2 | 3 8 3 | 4 6 5 | 5 15 8 |
| 199 | 0 15 0 | 0 13 4 | 0 16 0 | 1 4 0 | 1 12 11 | 2 11 4 | 3 8 6 | 4 6 9 | 5 16 2 |
| 200 | 0 15 0 | 0 13 4 | 0 16 0 | 1 4 1 | 1 13 0 | 2 11 7 | 3 8 9 | 4 7 1 | 5 16 9 |
| 201 | 0 15 1 | 0 13 8 | 0 16 5 | 1 4 2 | 1 13 1 | 2 11 9 | 3 9 1 | 4 7 6 | 5 17 3 |
| 202 | 0 15 2 | 0 13 8 | 0 16 5 | 1 4 3 | 1 13 3 | 2 11 11 | 3 9 4 | 4 7 10 | 5 17 9 |
| 203 | 0 15 3 | 0 13 8 | 0 16 5 | 1 4 4 | 1 13 4 | 2 12 1 | 3 9 7 | 4 8 3 | 5 18 3 |
| 204 | 0 15 4 | 0 13 8 | 0 16 5 | 1 4 5 | 1 13 5 | 2 12 3 | 3 9 11 | 4 8 7 | 5 18 10 |
| 205 | 0 15 4 | 0 13 8 | 0 16 5 | 1 4 6 | 1 13 6 | 2 12 6 | 3 10 2 | 4 8 11 | 5 19 4 |
| 206 | 0 15 5 | 0 13 8 | 0 16 5 | 1 4 7 | 1 13 7 | 2 12 8 | 3 10 5 | 4 9 4 | 5 19 10 |
| 207 | 0 15 6 | 0 13 8 | 0 16 5 | 1 4 8 | 1 13 8 | 2 12 10 | 3 10 9 | 4 9 8 | 6 0 4 |
| 208 | 0 15 7 | 0 13 8 | 0 16 5 | 1 4 9 | 1 13 9 | 2 13 0 | 3 11 0 | 4 10 1 | 6 0 11 |
| 209 | 0 15 8 | 0 13 8 | 0 16 5 | 1 4 10 | 1 13 10 | 2 13 2 | 3 11 3 | 4 10 5 | 6 1 5 |
| 210 | 0 15 8 | 0 13 8 | 0 16 5 | 1 4 11 | 1 13 11 | 2 13 5 | 3 11 6 | 4 10 9 | 6 1 11 |
| 211 | 0 15 9 | 0 13 10 | 0 16 7 | 1 4 12 | 1 14 1 | 2 13 7 | 3 11 10 | 4 11 2 | 6 2 5 |
| 212 | 0 15 10 | 0 13 10 | 0 16 7 | 1 4 13 | 1 14 2 | 2 13 9 | 3 12 1 | 4 11 6 | 6 3 0 |
| 213 | 0 15 11 | 0 13 10 | 0 16 7 | 1 5 0 | 1 14 3 | 2 13 11 | 3 12 4 | 4 11 11 | 6 3 6 |
| 214 | 0 16 0 | 0 13 10 | 0 16 7 | 1 5 1 | 1 14 4 | 2 14 1 | 3 12 8 | 4 12 3 | 6 4 0 |
| 215 | 0 16 0 | 0 13 10 | 0 16 7 | 1 5 2 | 1 14 5 | 2 14 4 | 3 12 11 | 4 12 7 | 6 4 6 |
| 216 | 0 16 1 | 0 13 10 | 0 16 7 | 1 5 3 | 1 14 6 | 2 14 6 | 3 13 2 | 4 13 0 | 6 5 1 |
| 217 | 0 16 2 | 0 13 10 | 0 16 7 | 1 5 4 | 1 14 7 | 2 14 8 | 3 13 6 | 4 13 4 | 6 5 7 |
| 218 | 0 16 3 | 0 13 10 | 0 16 7 | 1 5 5 | 1 14 8 | 2 14 10 | 3 13 9 | 4 13 9 | 6 6 1 |
| 219 | 0 16 4 | 0 13 10 | 0 16 7 | 1 5 6 | 1 14 9 | 2 15 0 | 3 14 0 | 4 14 1 | 6 6 7 |
| 220 | 0 16 4 | 0 13 10 | 0 16 7 | 1 5 7 | 1 14 10 | 2 15 3 | 3 14 3 | 4 14 5 | 6 7 2 |
| 221 | 0 16 5 | 0 14 0 | 0 16 10 | 1 5 8 | 1 15 0 | 2 15 5 | 3 14 7 | 4 14 10 | 6 7 8 |
| 222 | 0 16 6 | 0 14 0 | 0 16 10 | 1 5 9 | 1 15 1 | 2 15 7 | 3 14 10 | 4 15 2 | 6 8 2 |
| 223 | 0 16 7 | 0 14 0 | 0 16 10 | 1 5 10 | 1 15 2 | 2 15 9 | 3 15 1 | 4 15 7 | 6 8 8 |
| 224 | 0 16 8 | 0 14 0 | 0 16 10 | 1 5 11 | 1 15 3 | 2 15 11 | 3 15 5 | 4 15 11 | 6 9 3 |
| 225 | 0 16 8 | 0 14 0 | 0 16 10 | 1 5 12 | 1 15 4 | 2 16 2 | 3 15 8 | 4 16 3 | 6 9 9 |
| 226 | 0 16 9 | 0 14 0 | 0 16 10 | 1 5 13 | 1 15 5 | 2 16 4 | 3 15 11 | 4 16 8 | 6 10 3 |
| 227 | 0 16 10 | 0 14 0 | 0 16 10 | 1 6 0 | 1 15 6 | 2 16 6 | 3 16 3 | 4 17 0 | 6 10 9 |
| 228 | 0 16 11 | 0 14 0 | 0 16 10 | 1 6 1 | 1 15 7 | 2 16 8 | 3 16 6 | 4 17 5 | 6 11 4 |
| 229 | 0 17 0 | 0 14 0 | 0 16 10 | 1 6 2 | 1 15 8 | 2 16 10 | 3 16 9 | 4 17 9 | 6 11 10 |
| 230 | 0 17 0 | 0 14 0 | 0 16 10 | 1 6 3 | 1 15 9 | 2 17 1 | 3 17 0 | 4 18 1 | 6 12 4 |
| 231 | 0 17 1 | 0 14 2 | 0 17 0 | 1 6 4 | 1 15 11 | 2 17 3 | 3 17 4 | 4 18 6 | 6 12 10 |
| 232 | 0 17 2 | 0 14 2 | 0 17 0 | 1 6 5 | 1 16 0 | 2 17 5 | 3 17 7 | 4 18 10 | 6 13 5 |
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| 234 | 0 17 4 | 0 14 2 | 0 17 0 | 1 6 7 | 1 16 2 | 2 17 9 | 3 18 2 | 4 19 7 | 6 14 5 |
| 235 | 0 17 5 | 0 14 2 | 0 17 0 | 1 6 8 | 1 16 3 | 2 18 0 | 3 18 5 | 4 19 11 | 6 14 11 |
| 236 | 0 17 6 | 0 14 2 | 0 17 0 | 1 6 9 | 1 16 4 | 2 18 2 | 3 18 8 | 5 0 4 | 6 15 6 |
| 237 | 0 17 7 | 0 14 2 | 0 17 0 | 1 6 10 | 1 16 5 | 2 18 4 | 3 19 0 | 5 0 8 | 6 16 0 |
| 238 | 0 17 8 | 0 14 2 | 0 17 0 | 1 6 11 | 1 16 6 | 2 18 6 | 3 19 3 | 5 1 0 | 6 16 6 |
| 239 | 0 17 9 | 0 14 2 | 0 17 0 | 1 6 12 | 1 16 7 | 2 18 8 | 3 19 6 | 5 1 5 | 6 17 0 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. | Class A. P. | Special A. P. Rate. | Class A. | Class B. | Class C. | Class L. | Class 2. | Class 3. |
|--------|-------------|----------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 240 | 0 17 8 | 0 14 2 | 0 17 0 | 1 6 10 | 1 16 8 | 2 18 11 | 3 19 9 | 5 1 9 | 6 17 7 |
| 241 | 0 17 9 | 0 14 4 | 0 17 2 | 1 6 11 | 1 16 10 | 2 19 1 | 4 0 1 | 5 2 2 | 6 18 1 |
| 242 | 0 17 10 | 0 14 4 | 0 17 2 | 1 7 0 | 1 16 11 | 2 19 3 | 4 0 4 | 5 2 6 | 6 18 7 |
| 243 | 0 17 11 | 0 14 4 | 0 17 2 | 1 7 1 | 1 17 0 | 2 19 5 | 4 0 7 | 5 2 11 | 6 19 1 |
| 244 | 0 17 11 | 0 14 4 | 0 17 2 | 1 7 1 | 1 17 1 | 2 19 7 | 4 0 11 | 5 3 3 | 7 0 2 |
| 245 | 0 18 0 | 0 14 4 | 0 17 2 | 1 7 2 | 1 17 2 | 2 19 10 | 4 1 2 | 5 3 7 | 7 0 2 |
| 246 | 0 18 0 | 0 14 4 | 0 17 2 | 1 7 3 | 1 17 3 | 3 0 0 | 4 1 5 | 5 4 0 | 7 0 8 |
| 247 | 0 18 0 | 0 14 4 | 0 17 2 | 1 7 4 | 1 17 4 | 3 0 2 | 4 1 9 | 5 4 4 | 7 1 2 |
| 248 | 0 18 0 | 0 14 4 | 0 17 2 | 1 7 4 | 1 17 5 | 3 0 4 | 4 2 0 | 5 4 9 | 7 1 9 |
| 249 | 0 18 0 | 0 14 4 | 0 17 2 | 1 7 5 | 1 17 6 | 3 0 6 | 4 2 3 | 5 5 1 | 7 2 3 |
| 250 | 0 18 0 | 0 14 4 | 0 17 2 | 1 7 6 | 1 17 7 | 3 0 9 | 4 2 6 | 5 5 5 | 7 2 9 |
| 251 | 0 18 1 | 0 14 6 | 0 17 5 | 1 7 8 | 1 17 9 | 3 0 10 | 4 2 9 | 5 5 9 | 7 3 2 |
| 252 | 0 18 1 | 0 14 6 | 0 17 5 | 1 7 8 | 1 17 10 | 3 0 11 | 4 2 11 | 5 6 0 | 7 3 8 |
| 253 | 0 18 1 | 0 14 6 | 0 17 5 | 1 7 9 | 1 17 11 | 3 1 0 | 4 3 1 | 5 6 3 | 7 4 1 |
| 254 | 0 18 1 | 0 14 6 | 0 17 5 | 1 7 10 | 1 18 0 | 3 1 1 | 4 3 3 | 5 6 7 | 7 4 9 |
| 255 | 0 18 2 | 0 14 6 | 0 17 5 | 1 7 11 | 1 18 1 | 3 1 2 | 4 3 5 | 5 6 10 | 7 4 11 |
| 256 | 0 18 2 | 0 14 6 | 0 17 5 | 1 7 11 | 1 18 2 | 3 1 3 | 4 3 8 | 5 7 1 | 7 5 5 |
| 257 | 0 18 2 | 0 14 6 | 0 17 5 | 1 8 0 | 1 18 3 | 3 1 4 | 4 3 10 | 5 7 5 | 7 5 10 |
| 258 | 0 18 2 | 0 14 6 | 0 17 5 | 1 8 1 | 1 18 4 | 3 1 5 | 4 4 0 | 5 7 8 | 7 6 3 |
| 259 | 0 18 3 | 0 14 6 | 0 17 5 | 1 8 2 | 1 18 5 | 3 1 7 | 4 4 2 | 5 7 11 | 7 6 8 |
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| 263 | 0 18 4 | 0 14 8 | 0 17 7 | 1 8 5 | 1 18 10 | 3 1 11 | 4 4 11 | 5 9 0 | 7 8 5 |
| 264 | 0 18 4 | 0 14 8 | 0 17 7 | 1 8 5 | 1 18 11 | 3 2 0 | 4 5 1 | 5 9 4 | 7 8 11 |
| 265 | 0 18 4 | 0 14 8 | 0 17 7 | 1 8 7 | 1 19 0 | 3 2 1 | 4 5 3 | 5 9 7 | 7 9 4 |
| 266 | 0 18 4 | 0 14 8 | 0 17 7 | 1 8 8 | 1 19 1 | 3 2 2 | 4 5 6 | 5 9 10 | 7 9 9 |
| 267 | 0 18 5 | 0 14 8 | 0 17 7 | 1 8 9 | 1 19 2 | 3 2 3 | 4 5 8 | 5 10 2 | 7 10 2 |
| 268 | 0 18 5 | 0 14 8 | 0 17 7 | 1 8 9 | 1 19 3 | 3 2 4 | 4 5 10 | 5 10 5 | 7 10 8 |
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| 271 | 0 18 6 | 0 14 10 | 0 17 10 | 1 9 0 | 1 19 7 | 3 2 8 | 4 6 5 | 5 11 3 | 7 11 11 |
| 272 | 0 18 6 | 0 14 10 | 0 17 10 | 1 9 0 | 1 19 8 | 3 2 9 | 4 6 7 | 5 11 6 | 7 12 5 |
| 273 | 0 18 6 | 0 14 10 | 0 17 10 | 1 9 1 | 1 19 9 | 3 2 10 | 4 6 9 | 5 11 9 | 7 12 10 |
| 274 | 0 18 6 | 0 14 10 | 0 17 10 | 1 9 2 | 1 19 10 | 3 2 11 | 4 6 11 | 5 12 0 | 7 13 3 |
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| 278 | 0 18 7 | 0 14 10 | 0 17 10 | 1 9 6 | 2 0 2 | 3 3 3 | 4 7 8 | 5 13 2 | 7 15 0 |
| 279 | 0 18 8 | 0 14 10 | 0 17 10 | 1 9 7 | 2 0 3 | 3 3 5 | 4 7 10 | 5 13 5 | 7 15 5 |
| 280 | 0 18 8 | 0 14 10 | 0 17 10 | 1 9 7 | 2 0 4 | 3 3 6 | 4 8 0 | 5 13 8 | 7 15 11 |
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| 282 | 0 18 8 | 0 15 0 | 0 18 0 | 1 9 9 | 2 0 7 | 3 3 8 | 4 8 5 | 5 14 3 | 7 16 9 |
| 283 | 0 18 9 | 0 15 0 | 0 18 0 | 1 9 10 | 2 0 8 | 3 3 9 | 4 8 7 | 5 14 6 | 7 17 2 |
| 284 | 0 18 9 | 0 15 0 | 0 18 0 | 1 9 10 | 2 0 9 | 3 3 10 | 4 8 9 | 5 14 10 | 7 17 8 |
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| 287 | 0 18 10 | 0 15 0 | 0 18 0 | 1 10 1 | 2 1 0 | 3 4 1 | 4 9 4 | 5 15 8 | 7 18 11 |
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| 291 | 0 18 11 | 0 15 2 | 0 18 2 | 1 10 5 | 2 1 5 | 3 4 6 | 4 10 1 | 5 16 9 | 8 0 8 |
| 292 | 0 18 11 | 0 15 2 | 0 18 2 | 1 10 5 | 2 1 6 | 3 4 7 | 4 10 3 | 5 17 0 | 8 1 2 |
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| 295 | 0 19 0 | 0 15 2 | 0 18 2 | 1 10 8 | 2 1 9 | 3 4 10 | 4 10 9 | 5 17 10 | 8 2 5 |
| 296 | 0 19 0 | 0 15 2 | 0 18 2 | 1 10 8 | 2 1 10 | 3 4 11 | 4 11 0 | 5 18 1 | 8 2 11 |
| 297 | 0 19 0 | 0 15 2 | 0 18 2 | 1 10 9 | 2 1 11 | 3 5 0 | 4 11 2 | 5 18 5 | 8 3 4 |
| 298 | 0 19 0 | 0 15 2 | 0 18 2 | 1 10 10 | 2 2 0 | 3 5 1 | 4 11 4 | 5 18 8 | 8 3 9 |
| 299 | 0 19 0 | 0 15 2 | 0 18 2 | 1 10 11 | 2 2 1 | 3 5 3 | 4 11 6 | 5 18 11 | 8 4 2 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. * | Class A. P. * | Special A. P. Rate. * | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
|--------|------------------|---------------------|--------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
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| 304 | 0 19 1 | 0 15 4 | 0 18 5 | 1 11 2 | 2 2 7 | 3 5 8 | 4 12 5 | 6 0 4 | 8 6 5 |
| 305 | 0 19 2 | 0 15 4 | 0 18 5 | 1 11 4 | 2 2 8 | 3 5 9 | 4 12 7 | 6 0 7 | 8 6 10 |
| 306 | 0 19 2 | 0 15 4 | 0 18 5 | 1 11 5 | 2 2 9 | 3 5 10 | 4 12 10 | 6 0 10 | 8 7 3 |
| 307 | 0 19 2 | 0 15 4 | 0 18 5 | 1 11 6 | 2 2 10 | 3 5 11 | 4 13 0 | 6 1 1 | 8 7 8 |
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| 310 | 0 19 3 | 0 15 4 | 0 18 5 | 1 11 8 | 2 3 1 | 3 6 3 | 4 13 6 | 6 1 11 | 8 9 0 |
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| 319 | 0 19 5 | 0 15 6 | 0 18 7 | 1 12 4 | 2 3 11 | 3 7 1 | 4 15 2 | 6 4 5 | 8 12 11 |
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| 323 | 0 19 6 | 0 15 8 | 0 18 10 | 1 12 7 | 2 4 4 | 3 7 5 | 4 15 11 | 6 5 6 | 8 14 8 |
| 324 | 0 19 6 | 0 15 8 | 0 18 10 | 1 12 7 | 2 4 5 | 3 7 6 | 4 16 1 | 6 5 10 | 8 15 2 |
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| 329 | 0 19 8 | 0 15 8 | 0 18 10 | 1 12 11 | 2 4 10 | 3 8 0 | 4 17 0 | 6 7 3 | 8 17 4 |
| 330 | 0 19 8 | 0 15 8 | 0 18 10 | 1 13 0 | 2 4 11 | 3 8 1 | 4 17 2 | 6 7 6 | 8 17 9 |
| 331 | 0 19 8 | 0 15 10 | 0 19 0 | 1 13 2 | 2 5 1 | 3 8 2 | 4 17 5 | 6 7 9 | 8 18 2 |
| 332 | 0 19 8 | 0 15 10 | 0 19 0 | 1 13 2 | 2 5 2 | 3 8 3 | 4 17 7 | 6 8 0 | 8 18 8 |
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| 336 | 0 19 9 | 0 15 10 | 0 19 0 | 1 13 5 | 2 5 6 | 3 8 7 | 4 18 4 | 6 9 1 | 9 0 5 |
| 337 | 0 19 10 | 0 15 10 | 0 19 0 | 1 13 6 | 2 5 7 | 3 8 8 | 4 18 6 | 6 9 5 | 9 0 10 |
| 338 | 0 19 10 | 0 15 10 | 0 19 0 | 1 13 7 | 2 5 8 | 3 8 9 | 4 18 8 | 6 9 8 | 9 1 3 |
| 339 | 0 19 10 | 0 15 10 | 0 19 0 | 1 13 8 | 2 5 9 | 3 8 11 | 4 18 10 | 6 9 11 | 9 1 8 |
| 340 | 0 19 10 | 0 15 10 | 0 19 0 | 1 13 8 | 2 5 10 | 3 9 0 | 4 19 0 | 6 10 2 | 9 2 2 |
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| 343 | 0 19 11 | 0 16 0 | 0 19 2 | 1 13 11 | 2 6 2 | 3 9 3 | 4 19 7 | 6 11 0 | 9 3 5 |
| 344 | 0 19 11 | 0 16 0 | 0 19 2 | 1 13 11 | 2 6 3 | 3 9 4 | 4 19 9 | 6 11 4 | 9 3 11 |
| 345 | 1 0 0 | 0 16 0 | 0 19 2 | 1 14 1 | 2 6 4 | 3 9 5 | 4 19 11 | 6 11 7 | 9 4 4 |
| 346 | 1 0 0 | 0 16 0 | 0 19 2 | 1 14 2 | 2 6 5 | 3 9 6 | 5 0 2 | 6 11 10 | 9 4 9 |
| 347 | 1 0 0 | 0 16 0 | 0 19 2 | 1 14 3 | 2 6 6 | 3 9 7 | 5 0 4 | 6 12 2 | 9 5 2 |
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| 356 | 1 0 2 | 0 16 2 | 0 19 5 | 1 14 9 | 2 7 4 | 3 10 5 | 5 2 0 | 6 14 7 | 9 9 2 |
| 357 | 1 0 3 | 0 16 2 | 0 19 5 | 1 14 10 | 2 7 5 | 3 10 6 | 5 2 2 | 6 14 11 | 9 9 7 |
| 358 | 1 0 3 | 0 16 2 | 0 19 5 | 1 15 0 | 2 7 6 | 3 10 7 | 5 2 4 | 6 15 2 | 9 10 0 |
| 359 | 1 0 3 | 0 16 2 | 0 19 5 | 1 15 1 | 2 7 7 | 3 10 9 | 5 2 6 | 6 15 5 | 9 10 5 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. * | Class A. P. * | Special A. P. Rate. * | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
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| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
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| 361 | 1 0 4 | 0 16 4 | 0 19 7 | 1 15 2 | 2 7 10 | 3 10 11 | 5 2 11 | 6 16 0 | 9 11 4 |
| 362 | 1 0 4 | 0 16 4 | 0 19 7 | 1 15 3 | 2 7 11 | 3 11 0 | 5 3 1 | 6 16 3 | 9 11 2 |
| 363 | 1 0 4 | 0 16 4 | 0 19 7 | 1 15 4 | 2 8 0 | 3 11 1 | 5 3 3 | 6 16 6 | 9 12 8 |
| 364 | 1 0 4 | 0 16 4 | 0 19 7 | 1 15 4 | 2 8 1 | 3 11 2 | 5 3 5 | 6 16 10 | 9 12 8 |
| 365 | 1 0 5 | 0 16 4 | 0 19 7 | 1 15 5 | 2 8 2 | 3 11 3 | 5 3 7 | 6 17 1 | 9 13 1 |
| 366 | 1 0 5 | 0 16 4 | 0 19 7 | 1 15 6 | 2 8 3 | 3 11 4 | 5 3 10 | 6 17 4 | 9 13 6 |
| 367 | 1 0 5 | 0 16 4 | 0 19 7 | 1 15 7 | 2 8 4 | 3 11 5 | 5 4 0 | 6 17 8 | 9 13 11 |
| 368 | 1 0 5 | 0 16 4 | 0 19 7 | 1 15 7 | 2 8 5 | 3 11 6 | 5 4 2 | 6 17 11 | 9 14 5 |
| 369 | 1 0 6 | 0 16 4 | 0 19 7 | 1 15 8 | 2 8 6 | 3 11 8 | 5 4 4 | 6 18 2 | 9 14 10 |
| 370 | 1 0 6 | 0 16 4 | 0 19 7 | 1 15 9 | 2 8 7 | 3 11 9 | 5 4 6 | 6 18 5 | 9 15 3 |
| 371 | 1 0 6 | 0 16 6 | 0 19 10 | 1 15 11 | 2 8 9 | 3 11 10 | 5 4 9 | 6 18 9 | 9 15 8 |
| 372 | 1 0 6 | 0 16 6 | 0 19 10 | 1 15 11 | 2 8 10 | 3 11 11 | 5 4 11 | 6 19 0 | 9 16 2 |
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| 377 | 1 0 8 | 0 16 6 | 0 19 10 | 1 16 3 | 2 9 3 | 3 12 4 | 5 5 10 | 7 0 5 | 9 18 4 |
| 378 | 1 0 8 | 0 16 6 | 0 19 10 | 1 16 4 | 2 9 4 | 3 12 5 | 5 6 0 | 7 0 8 | 9 18 9 |
| 379 | 1 0 8 | 0 16 6 | 0 19 10 | 1 16 5 | 2 9 5 | 3 12 7 | 5 6 2 | 7 0 11 | 9 19 2 |
| 380 | 1 0 8 | 0 16 6 | 0 19 10 | 1 16 5 | 2 9 6 | 3 12 8 | 5 6 4 | 7 1 2 | 9 19 8 |
| 381 | 1 0 9 | 0 16 8 | 1 0 0 | 1 16 6 | 2 9 8 | 3 12 9 | 5 6 7 | 7 1 6 | 10 0 1 |
| 382 | 1 0 9 | 0 16 8 | 1 0 0 | 1 16 7 | 2 9 9 | 3 12 10 | 5 6 9 | 7 1 9 | 10 0 6 |
| 383 | 1 0 9 | 0 16 8 | 1 0 0 | 1 16 8 | 2 9 10 | 3 12 11 | 5 6 11 | 7 2 0 | 10 0 11 |
| 384 | 1 0 9 | 0 16 8 | 1 0 0 | 1 16 8 | 2 9 11 | 3 13 0 | 5 7 1 | 7 2 4 | 10 1 5 |
| 385 | 1 0 10 | 0 16 8 | 1 0 0 | 1 16 10 | 2 10 0 | 3 13 1 | 5 7 3 | 7 2 7 | 10 1 10 |
| 386 | 1 0 10 | 0 16 8 | 1 0 0 | 1 16 11 | 2 10 1 | 3 13 2 | 5 7 6 | 7 2 10 | 10 2 3 |
| 387 | 1 0 10 | 0 16 8 | 1 0 0 | 1 17 0 | 2 10 2 | 3 13 3 | 5 7 8 | 7 3 2 | 10 2 8 |
| 388 | 1 0 10 | 0 16 8 | 1 0 0 | 1 17 0 | 2 10 3 | 3 13 4 | 5 7 10 | 7 3 5 | 10 3 2 |
| 389 | 1 0 11 | 0 16 8 | 1 0 0 | 1 17 1 | 2 10 4 | 3 13 6 | 5 8 0 | 7 3 8 | 10 3 7 |
| 390 | 1 0 11 | 0 16 8 | 1 0 0 | 1 17 2 | 2 10 5 | 3 13 7 | 5 8 2 | 7 3 11 | 10 4 0 |
| 391 | 1 0 11 | 0 16 10 | 1 0 2 | 1 17 3 | 2 10 7 | 3 13 8 | 5 8 5 | 7 4 3 | 10 4 5 |
| 392 | 1 0 11 | 0 16 10 | 1 0 2 | 1 17 3 | 2 10 8 | 3 13 9 | 5 8 7 | 7 4 6 | 10 4 11 |
| 393 | 1 1 0 | 0 16 10 | 1 0 2 | 1 17 4 | 2 10 9 | 3 13 10 | 5 8 9 | 7 4 9 | 10 5 4 |
| 394 | 1 1 0 | 0 16 10 | 1 0 2 | 1 17 5 | 2 10 10 | 3 13 11 | 5 8 11 | 7 5 1 | 10 5 9 |
| 395 | 1 1 0 | 0 16 10 | 1 0 2 | 1 17 6 | 2 10 11 | 3 14 0 | 5 9 1 | 7 5 4 | 10 6 2 |
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| 397 | 1 1 1 | 0 16 10 | 1 0 2 | 1 17 7 | 2 11 1 | 3 14 2 | 5 9 6 | 7 5 11 | 10 7 1 |
| 398 | 1 1 1 | 0 16 10 | 1 0 2 | 1 17 9 | 2 11 2 | 3 14 3 | 5 9 8 | 7 6 2 | 10 7 6 |
| 399 | 1 1 1 | 0 16 10 | 1 0 2 | 1 17 10 | 2 11 3 | 3 14 5 | 5 9 10 | 7 6 5 | 10 7 11 |
| 400 | 1 1 1 | 0 16 10 | 1 0 2 | 1 17 10 | 2 11 4 | 3 14 6 | 5 10 0 | 7 6 8 | 10 8 5 |
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| 402 | 1 1 2 | 0 17 0 | 1 0 5 | 1 18 0 | 2 11 7 | 3 14 8 | 5 10 5 | 7 7 3 | 10 9 3 |
| 403 | 1 1 2 | 0 17 0 | 1 0 5 | 1 18 1 | 2 11 8 | 3 14 9 | 5 10 7 | 7 7 6 | 10 9 8 |
| 404 | 1 1 2 | 0 17 0 | 1 0 5 | 1 18 2 | 2 11 9 | 3 14 10 | 5 10 9 | 7 7 10 | 10 10 2 |
| 405 | 1 1 3 | 0 17 0 | 1 0 5 | 1 18 2 | 2 11 10 | 3 14 11 | 5 10 11 | 7 8 1 | 10 10 7 |
| 406 | 1 1 3 | 0 17 0 | 1 0 5 | 1 18 3 | 2 11 11 | 3 15 0 | 5 11 2 | 7 8 4 | 10 11 0 |
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| 418 | 1 1 6 | 0 17 2 | 1 0 7 | 1 19 1 | 2 13 1 | 3 16 1 | 5 13 4 | 7 11 8 | 10 16 3 |
| 419 | 1 1 6 | 0 17 2 | 1 0 7 | 1 19 2 | 2 13 2 | 3 16 3 | 5 13 6 | 7 11 11 | 10 16 8 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. | Class A. P. | Special A. P. Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|--------|-------------|----------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 420 | 1 1 6 | 0 17 2 | 1 0 7 | 1 19 2 | 2 13 3 | 3 16 4 | 5 13 8 | 7 12 2 | 10 17 2 |
| 421 | 1 1 7 | 0 17 4 | 1 0 10 | 1 19 3 | 2 13 5 | 3 16 5 | 5 13 11 | 7 12 5 | 10 17 7 |
| 422 | 1 1 7 | 0 17 4 | 1 0 10 | 1 19 4 | 2 13 6 | 3 16 6 | 5 14 1 | 7 12 8 | 10 18 0 |
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| 451 | 1 2 2 | 0 17 10 | 1 0 15 | 2 1 3 | 2 16 2 | 3 19 2 | 5 19 6 | 8 0 8 | 11 10 8 |
| 452 | 1 2 2 | 0 17 10 | 1 0 15 | 2 1 4 | 2 16 3 | 3 19 3 | 5 19 8 | 8 0 11 | 11 11 2 |
| 453 | 1 2 3 | 0 17 10 | 1 0 15 | 2 1 5 | 2 16 4 | 3 19 4 | 5 19 10 | 8 1 3 | 11 11 7 |
| 454 | 1 2 3 | 0 17 10 | 1 0 15 | 2 1 6 | 2 16 5 | 3 19 5 | 5 19 12 | 8 1 6 | 11 12 0 |
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| 458 | 1 2 4 | 0 17 10 | 1 0 15 | 2 1 9 | 2 16 9 | 3 19 9 | 5 19 20 | 8 2 7 | 11 13 9 |
| 459 | 1 2 4 | 0 17 10 | 1 0 15 | 2 1 10 | 2 16 10 | 3 19 10 | 5 19 22 | 8 2 10 | 11 14 2 |
| 460 | 1 2 4 | 0 17 10 | 1 0 15 | 2 1 10 | 2 16 11 | 4 0 0 | 6 1 1 | 8 3 2 | 11 14 8 |
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| 462 | 1 2 5 | 0 18 0 | 1 0 17 | 2 1 12 | 2 17 2 | 4 0 2 | 6 1 6 | 8 3 8 | 11 15 6 |
| 463 | 1 2 5 | 0 18 0 | 1 0 17 | 2 2 1 | 2 17 3 | 4 0 3 | 6 1 8 | 8 3 11 | 11 15 11 |
| 464 | 1 2 5 | 0 18 0 | 1 0 17 | 2 2 2 | 2 17 4 | 4 0 4 | 6 1 10 | 8 3 14 | 11 16 5 |
| 465 | 1 2 6 | 0 18 0 | 1 0 17 | 2 2 2 | 2 17 5 | 4 0 5 | 6 1 12 | 8 3 17 | 11 16 10 |
| 466 | 1 2 6 | 0 18 0 | 1 0 17 | 2 2 3 | 2 17 6 | 4 0 6 | 6 1 14 | 8 3 20 | 11 17 3 |
| 467 | 1 2 6 | 0 18 0 | 1 0 17 | 2 2 4 | 2 17 7 | 4 0 7 | 6 1 16 | 8 3 23 | 11 17 8 |
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| 471 | 1 2 7 | 0 18 2 | 1 0 19 | 2 2 7 | 2 18 0 | 4 0 12 | 6 2 13 | 8 4 4 | 11 19 5 |
| 472 | 1 2 7 | 0 18 2 | 1 0 19 | 2 2 8 | 2 18 1 | 4 0 13 | 6 2 15 | 8 4 7 | 11 19 11 |
| 473 | 1 2 8 | 0 18 2 | 1 0 19 | 2 2 9 | 2 18 2 | 4 0 14 | 6 2 17 | 8 4 10 | 12 0 4 |
| 474 | 1 2 8 | 0 18 2 | 1 0 19 | 2 2 10 | 2 18 3 | 4 0 15 | 6 2 19 | 8 4 13 | 12 0 9 |
| 475 | 1 2 8 | 0 18 2 | 1 0 19 | 2 2 10 | 2 18 4 | 4 0 16 | 6 2 21 | 8 4 16 | 12 1 2 |
| 476 | 1 2 8 | 0 18 2 | 1 0 19 | 2 2 11 | 2 18 5 | 4 0 17 | 6 2 23 | 8 4 19 | 12 1 8 |
| 477 | 1 2 9 | 0 18 2 | 1 0 19 | 2 3 0 | 2 18 6 | 4 0 18 | 6 2 25 | 8 4 22 | 12 2 1 |
| 478 | 1 2 9 | 0 18 2 | 1 0 19 | 2 3 1 | 2 18 7 | 4 0 19 | 6 2 27 | 8 4 25 | 12 2 6 |
| 479 | 1 2 9 | 0 18 2 | 1 0 19 | 2 3 2 | 2 18 8 | 4 0 20 | 6 2 29 | 8 4 28 | 12 2 11 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. * | Class A. P. * | Special A. P. Rate. * | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
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| £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
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| 482 | 1 2 10 | 0 18 4 | 1 2 0 | 2 3 4 | 2 19 0 | 4 2 0 | 6 5 2 | 8 9 2 | 12 4 3 |
| 483 | 1 2 10 | 0 18 4 | 1 2 0 | 2 3 5 | 2 19 1 | 4 2 1 | 6 5 4 | 8 9 6 | 12 4 8 |
| 484 | 1 2 10 | 0 18 4 | 1 2 0 | 2 3 6 | 2 19 2 | 4 2 2 | 6 5 6 | 8 9 8 | 12 5 2 |
| 485 | 1 2 11 | 0 18 4 | 1 2 0 | 2 3 6 | 2 19 3 | 4 2 3 | 6 5 8 | 8 10 0 | 12 5 7 |
| 486 | 1 2 11 | 0 18 4 | 1 2 0 | 2 3 7 | 2 19 4 | 4 2 4 | 6 5 11 | 8 10 4 | 12 6 0 |
| 487 | 1 2 11 | 0 18 4 | 1 2 0 | 2 3 8 | 2 19 5 | 4 2 5 | 6 6 1 | 8 10 7 | 12 6 5 |
| 488 | 1 2 11 | 0 18 4 | 1 2 0 | 2 3 9 | 2 19 6 | 4 2 6 | 6 6 3 | 8 10 10 | 12 6 11 |
| 489 | 1 3 0 | 0 18 4 | 1 2 0 | 2 3 10 | 2 19 7 | 4 2 8 | 6 6 5 | 8 11 1 | 12 7 4 |
| 490 | 1 3 0 | 0 18 4 | 1 2 0 | 2 3 10 | 2 19 8 | 4 2 9 | 6 6 7 | 8 11 5 | 12 7 9 |
| 491 | 1 3 0 | 0 18 6 | 1 2 2 | 2 3 11 | 2 19 10 | 4 2 11 | 6 6 10 | 8 11 8 | 12 8 2 |
| 492 | 1 3 0 | 0 18 6 | 1 2 2 | 2 4 0 | 2 19 11 | 4 2 11 | 6 7 0 | 8 11 11 | 12 8 8 |
| 493 | 1 3 1 | 0 18 6 | 1 2 2 | 2 4 1 | 3 0 0 | 4 3 0 | 6 7 2 | 8 12 3 | 12 9 1 |
| 494 | 1 3 1 | 0 18 6 | 1 2 2 | 2 4 2 | 3 0 1 | 4 3 1 | 6 7 4 | 8 12 6 | 12 9 6 |
| 495 | 1 3 1 | 0 18 6 | 1 2 2 | 2 4 2 | 3 0 2 | 4 3 2 | 6 7 6 | 8 12 9 | 12 9 11 |
| 496 | 1 3 1 | 0 18 6 | 1 2 2 | 2 4 3 | 3 0 3 | 4 3 3 | 6 7 9 | 8 13 1 | 12 10 5 |
| 497 | 1 3 2 | 0 18 6 | 1 2 2 | 2 4 4 | 3 0 4 | 4 3 4 | 6 7 11 | 8 13 4 | 12 10 10 |
| 498 | 1 3 2 | 0 18 6 | 1 2 2 | 2 4 5 | 3 0 5 | 4 3 5 | 6 8 1 | 8 13 7 | 12 11 3 |
| 499 | 1 3 2 | 0 18 6 | 1 2 2 | 2 4 6 | 3 0 6 | 4 3 7 | 6 8 3 | 8 13 10 | 12 11 8 |
| 500 | 1 3 2 | 0 18 6 | 1 2 2 | 2 4 6 | 3 0 6 | 4 3 7 | 6 8 5 | 8 14 2 | 12 12 2 |
| 501 | 1 3 3 | 0 18 8 | 1 2 3 | 2 4 7 | 3 0 9 | 4 3 9 | 6 8 7 | 8 14 5 | 12 12 7 |
| 502 | 1 3 3 | 0 18 8 | 1 2 3 | 2 4 8 | 3 0 10 | 4 3 10 | 6 8 9 | 8 14 8 | 12 13 0 |
| 503 | 1 3 3 | 0 18 8 | 1 2 3 | 2 4 9 | 3 0 11 | 4 3 11 | 6 8 11 | 8 15 0 | 12 13 5 |
| 504 | 1 3 3 | 0 18 8 | 1 2 3 | 2 4 10 | 3 1 0 | 4 4 0 | 6 9 1 | 8 15 3 | 12 13 11 |
| 505 | 1 3 4 | 0 18 8 | 1 2 5 | 2 4 10 | 3 1 1 | 4 4 1 | 6 9 3 | 8 15 6 | 12 14 4 |
| 506 | 1 3 4 | 0 18 8 | 1 2 5 | 2 4 11 | 3 1 2 | 4 4 2 | 6 9 6 | 8 15 10 | 12 14 9 |
| 507 | 1 3 4 | 0 18 8 | 1 2 5 | 2 5 0 | 3 1 3 | 4 4 3 | 6 9 8 | 8 16 1 | 12 15 2 |
| 508 | 1 3 4 | 0 18 8 | 1 2 5 | 2 5 1 | 3 1 4 | 4 4 4 | 6 9 10 | 8 16 4 | 12 15 8 |
| 509 | 1 3 5 | 0 18 8 | 1 2 5 | 2 5 2 | 3 1 5 | 4 4 6 | 6 10 0 | 8 16 7 | 12 16 1 |
| 510 | 1 3 5 | 0 18 8 | 1 2 5 | 2 5 2 | 3 1 5 | 4 4 6 | 6 10 2 | 8 16 11 | 12 16 6 |
| 511 | 1 3 5 | 0 18 10 | 1 2 7 | 2 5 3 | 3 1 8 | 4 4 8 | 6 10 5 | 8 17 2 | 12 16 11 |
| 512 | 1 3 5 | 0 18 10 | 1 2 7 | 2 5 4 | 3 1 9 | 4 4 9 | 6 10 7 | 8 17 5 | 12 17 5 |
| 513 | 1 3 6 | 0 18 10 | 1 2 7 | 2 5 5 | 3 1 10 | 4 4 10 | 6 10 9 | 8 17 9 | 12 17 10 |
| 514 | 1 3 6 | 0 18 10 | 1 2 7 | 2 5 6 | 3 1 11 | 4 4 11 | 6 10 11 | 8 18 0 | 12 18 3 |
| 515 | 1 3 6 | 0 18 10 | 1 2 7 | 2 5 6 | 3 2 0 | 4 4 11 | 6 11 1 | 8 18 3 | 12 18 8 |
| 516 | 1 3 6 | 0 18 10 | 1 2 7 | 2 5 7 | 3 2 1 | 4 4 12 | 6 11 4 | 8 18 7 | 12 19 2 |
| 517 | 1 3 7 | 0 18 10 | 1 2 7 | 2 5 8 | 3 2 2 | 4 4 13 | 6 11 6 | 8 18 10 | 12 19 7 |
| 518 | 1 3 7 | 0 18 10 | 1 2 7 | 2 5 9 | 3 2 3 | 4 4 14 | 6 11 8 | 8 19 1 | 13 0 0 |
| 519 | 1 3 7 | 0 18 10 | 1 2 7 | 2 5 10 | 3 2 4 | 4 4 15 | 6 11 10 | 8 19 4 | 13 0 5 |
| 520 | 1 3 7 | 0 18 10 | 1 2 7 | 2 5 10 | 3 2 4 | 4 4 15 | 6 12 0 | 8 19 8 | 13 0 11 |
| 521 | 1 3 8 | 0 19 0 | 1 2 10 | 2 5 11 | 3 2 7 | 4 4 18 | 6 12 3 | 8 19 11 | 13 1 4 |
| 522 | 1 3 8 | 0 19 0 | 1 2 10 | 2 6 0 | 3 2 8 | 4 4 19 | 6 12 5 | 9 0 2 | 13 1 9 |
| 523 | 1 3 8 | 0 19 0 | 1 2 10 | 2 6 1 | 3 2 9 | 4 4 20 | 6 12 7 | 9 0 6 | 13 2 2 |
| 524 | 1 3 8 | 0 19 0 | 1 2 10 | 2 6 2 | 3 2 10 | 4 4 21 | 6 12 9 | 9 0 9 | 13 2 8 |
| 525 | 1 3 9 | 0 19 0 | 1 2 10 | 2 6 2 | 3 2 11 | 4 4 22 | 6 12 11 | 9 0 10 | 13 3 1 |
| 526 | 1 3 9 | 0 19 0 | 1 2 10 | 2 6 3 | 3 3 0 | 4 4 23 | 6 13 1 | 9 0 14 | 13 3 6 |
| 527 | 1 3 9 | 0 19 0 | 1 2 10 | 2 6 4 | 3 3 1 | 4 4 24 | 6 13 4 | 9 0 17 | 13 3 11 |
| 528 | 1 3 9 | 0 19 0 | 1 2 10 | 2 6 5 | 3 3 2 | 4 4 25 | 6 13 6 | 9 1 10 | 13 4 5 |
| 529 | 1 3 10 | 0 19 0 | 1 2 10 | 2 6 6 | 3 3 3 | 4 4 26 | 6 13 8 | 9 2 1 | 13 4 10 |
| 530 | 1 3 10 | 0 19 0 | 1 2 10 | 2 6 6 | 3 3 3 | 4 4 26 | 6 13 10 | 9 2 4 | 13 5 3 |
| 531 | 1 3 10 | 0 19 2 | 1 3 0 | 2 6 7 | 3 3 4 | 4 4 27 | 6 14 1 | 9 2 8 | 13 5 8 |
| 532 | 1 3 10 | 0 19 2 | 1 3 0 | 2 6 8 | 3 3 5 | 4 4 28 | 6 14 3 | 9 2 11 | 13 6 2 |
| 533 | 1 3 11 | 0 19 2 | 1 3 0 | 2 6 9 | 3 3 6 | 4 4 29 | 6 14 5 | 9 3 3 | 13 6 7 |
| 534 | 1 3 11 | 0 19 2 | 1 3 0 | 2 6 10 | 3 3 7 | 4 4 30 | 6 14 7 | 9 3 6 | 13 7 0 |
| 535 | 1 3 11 | 0 19 2 | 1 3 0 | 2 6 10 | 3 3 8 | 4 4 31 | 6 14 9 | 9 3 9 | 13 7 5 |
| 536 | 1 3 11 | 0 19 2 | 1 3 0 | 2 6 11 | 3 3 9 | 4 4 32 | 6 15 0 | 9 4 1 | 13 7 11 |
| 537 | 1 4 0 | 0 19 2 | 1 3 0 | 2 7 0 | 3 4 0 | 4 4 33 | 6 15 2 | 9 4 4 | 13 8 4 |
| 538 | 1 4 0 | 0 19 2 | 1 3 0 | 2 7 1 | 3 4 1 | 4 4 34 | 6 15 4 | 9 4 7 | 13 8 9 |
| 539 | 1 4 0 | 0 19 2 | 1 3 0 | 2 7 2 | 3 4 2 | 4 4 35 | 6 15 6 | 9 4 10 | 13 9 2 |

* Not including loading and unloading.

GOODS MILEAGE RATES—continued.

| Miles. | Class M. * | Class A. P. * | Special A. P. Rate. * | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
|--------|------------------|---------------------|--------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 540 | 1 4 0 | 0 19 2 | 1 3 0 | 2 7 2 | 3 4 3 | 4 7 4 | 6 15 8 | 9 5 2 | 13 9 8 |
| 541 | 1 4 1 | 0 19 4 | 1 3 2 | 2 7 3 | 3 4 5 | 4 7 5 | 6 15 11 | 9 5 5 | 13 10 1 |
| 542 | 1 4 1 | 0 19 4 | 1 3 2 | 2 7 4 | 3 4 6 | 4 7 6 | 6 16 1 | 9 5 8 | 13 10 6 |
| 543 | 1 4 1 | 0 19 4 | 1 3 2 | 2 7 5 | 3 4 7 | 4 7 7 | 6 16 3 | 9 6 0 | 13 10 11 |
| 544 | 1 4 1 | 0 19 4 | 1 3 2 | 2 7 6 | 3 4 8 | 4 7 8 | 6 16 5 | 9 6 3 | 13 11 5 |
| 545 | 1 4 2 | 0 19 4 | 1 3 2 | 2 7 6 | 3 4 9 | 4 7 9 | 6 16 7 | 9 6 6 | 13 11 10 |
| 546 | 1 4 2 | 0 19 4 | 1 3 2 | 2 7 7 | 3 4 10 | 4 7 10 | 6 16 10 | 9 6 10 | 13 12 3 |
| 547 | 1 4 2 | 0 19 4 | 1 3 2 | 2 7 8 | 3 4 11 | 4 7 11 | 6 17 0 | 9 7 1 | 13 12 8 |
| 548 | 1 4 2 | 0 19 4 | 1 3 2 | 2 7 9 | 3 5 0 | 4 8 0 | 6 17 2 | 9 7 4 | 13 13 2 |
| 549 | 1 4 3 | 0 19 4 | 1 3 2 | 2 7 10 | 3 5 1 | 4 8 2 | 6 17 4 | 9 7 7 | 13 13 7 |
| 550 | 1 4 3 | 0 19 4 | 1 3 2 | 2 7 10 | 3 5 2 | 4 8 3 | 6 17 6 | 9 7 11 | 13 14 0 |
| 551 | 1 4 3 | 0 19 6 | 1 3 5 | 2 7 11 | 3 5 4 | 4 8 4 | 6 17 9 | 9 8 2 | 13 14 5 |
| 552 | 1 4 3 | 0 19 6 | 1 3 5 | 2 8 0 | 3 5 5 | 4 8 5 | 6 17 11 | 9 8 5 | 13 14 11 |
| 553 | 1 4 4 | 0 19 6 | 1 3 5 | 2 8 1 | 3 5 6 | 4 8 6 | 6 18 1 | 9 8 9 | 13 15 4 |
| 554 | 1 4 4 | 0 19 6 | 1 3 5 | 2 8 2 | 3 5 8 | 4 8 7 | 6 18 3 | 9 9 0 | 13 15 9 |
| 555 | 1 4 4 | 0 19 6 | 1 3 5 | 2 8 2 | 3 5 8 | 4 8 8 | 6 18 5 | 9 9 3 | 13 16 2 |
| 556 | 1 4 4 | 0 19 6 | 1 3 5 | 2 8 3 | 3 5 9 | 4 8 9 | 6 18 8 | 9 9 7 | 13 16 8 |
| 557 | 1 4 5 | 0 19 6 | 1 3 5 | 2 8 4 | 3 5 10 | 4 8 10 | 6 18 10 | 9 10 0 | 13 17 1 |
| 558 | 1 4 5 | 0 19 6 | 1 3 5 | 2 8 5 | 3 5 11 | 4 8 11 | 6 19 0 | 9 10 1 | 13 17 6 |
| 559 | 1 4 5 | 0 19 6 | 1 3 5 | 2 8 6 | 3 6 0 | 4 9 1 | 6 19 2 | 9 10 4 | 13 17 11 |
| 560 | 1 4 5 | 0 19 6 | 1 3 5 | 2 8 6 | 3 6 1 | 4 9 2 | 6 19 4 | 9 10 8 | 13 18 5 |
| 561 | 1 4 6 | 0 19 8 | 1 3 7 | 2 8 7 | 3 6 3 | 4 9 3 | 6 19 7 | 9 10 11 | 13 18 10 |
| 562 | 1 4 6 | 0 19 8 | 1 3 7 | 2 8 8 | 3 6 4 | 4 9 4 | 6 19 9 | 9 11 2 | 13 19 3 |
| 563 | 1 4 6 | 0 19 8 | 1 3 7 | 2 8 9 | 3 6 5 | 4 9 5 | 6 19 11 | 9 11 6 | 13 19 8 |
| 564 | 1 4 6 | 0 19 8 | 1 3 7 | 2 8 10 | 3 6 6 | 4 9 6 | 7 0 1 | 9 11 9 | 14 0 2 |
| 565 | 1 4 7 | 0 19 8 | 1 3 7 | 2 8 10 | 3 6 7 | 4 9 7 | 7 0 3 | 9 12 0 | 14 0 7 |
| 566 | 1 4 7 | 0 19 8 | 1 3 7 | 2 8 11 | 3 6 8 | 4 9 8 | 7 0 6 | 9 12 4 | 14 1 0 |
| 567 | 1 4 7 | 0 19 8 | 1 3 7 | 2 9 0 | 3 6 9 | 4 9 9 | 7 0 8 | 9 12 7 | 14 1 5 |
| 568 | 1 4 7 | 0 19 8 | 1 3 7 | 2 9 1 | 3 6 10 | 4 9 10 | 7 0 10 | 9 12 10 | 14 1 11 |
| 569 | 1 4 8 | 0 19 8 | 1 3 7 | 2 9 2 | 3 6 11 | 4 10 0 | 7 1 0 | 9 13 1 | 14 2 4 |
| 570 | 1 4 8 | 0 19 8 | 1 3 7 | 2 9 2 | 3 7 0 | 4 10 1 | 7 1 2 | 9 13 5 | 14 2 9 |
| 571 | 1 4 8 | 0 19 10 | 1 3 10 | 2 9 3 | 3 7 2 | 4 10 2 | 7 1 5 | 9 13 8 | 14 3 2 |
| 572 | 1 4 8 | 0 19 10 | 1 3 10 | 2 9 4 | 3 7 3 | 4 10 3 | 7 1 7 | 9 13 11 | 14 3 8 |
| 573 | 1 4 9 | 0 19 10 | 1 3 10 | 2 9 5 | 3 7 4 | 4 10 4 | 7 1 9 | 9 14 3 | 14 4 1 |
| 574 | 1 4 9 | 0 19 10 | 1 3 10 | 2 9 6 | 3 7 5 | 4 10 5 | 7 1 11 | 9 14 6 | 14 4 6 |
| 575 | 1 4 9 | 0 19 10 | 1 3 10 | 2 9 6 | 3 7 6 | 4 10 6 | 7 2 1 | 9 14 9 | 14 4 11 |
| 576 | 1 4 9 | 0 19 10 | 1 3 10 | 2 9 7 | 3 7 7 | 4 10 7 | 7 2 4 | 9 15 1 | 14 5 5 |
| 577 | 1 4 10 | 0 19 10 | 1 3 10 | 2 9 8 | 3 7 8 | 4 10 8 | 7 2 6 | 9 15 4 | 14 5 10 |
| 578 | 1 4 10 | 0 19 10 | 1 3 10 | 2 9 9 | 3 7 9 | 4 10 9 | 7 2 8 | 9 15 7 | 14 6 3 |
| 579 | 1 4 10 | 0 19 10 | 1 3 10 | 2 9 10 | 3 7 10 | 4 10 11 | 7 2 10 | 9 15 10 | 14 6 8 |
| 580 | 1 4 10 | 0 19 10 | 1 3 10 | 2 9 10 | 3 7 11 | 4 11 0 | 7 3 0 | 9 16 2 | 14 7 2 |
| 581 | 1 4 11 | 1 0 0 | 1 4 0 | 2 9 11 | 3 8 1 | 4 11 1 | 7 3 3 | 9 16 5 | 14 7 7 |
| 582 | 1 4 11 | 1 0 0 | 1 4 0 | 2 10 0 | 3 8 2 | 4 11 2 | 7 3 5 | 9 16 8 | 14 8 0 |
| 583 | 1 4 11 | 1 0 0 | 1 4 0 | 2 10 1 | 3 8 3 | 4 11 3 | 7 3 7 | 9 17 0 | 14 8 5 |
| 584 | 1 4 11 | 1 0 0 | 1 4 0 | 2 10 2 | 3 8 4 | 4 11 4 | 7 3 9 | 9 17 3 | 14 8 11 |
| 585 | 1 5 0 | 1 0 0 | 1 4 0 | 2 10 2 | 3 8 5 | 4 11 5 | 7 3 11 | 9 17 6 | 14 9 4 |
| 586 | 1 5 0 | 1 0 0 | 1 4 0 | 2 10 3 | 3 8 6 | 4 11 6 | 7 4 2 | 9 17 10 | 14 9 9 |
| 587 | 1 5 0 | 1 0 0 | 1 4 0 | 2 10 4 | 3 8 7 | 4 11 7 | 7 4 4 | 9 18 1 | 14 10 2 |
| 588 | 1 5 0 | 1 0 0 | 1 4 0 | 2 10 5 | 3 8 8 | 4 11 8 | 7 4 6 | 9 18 4 | 14 10 8 |
| 589 | 1 5 1 | 1 0 0 | 1 4 0 | 2 10 6 | 3 8 9 | 4 11 10 | 7 4 8 | 9 18 7 | 14 11 1 |
| 590 | 1 5 1 | 1 0 0 | 1 4 0 | 2 10 6 | 3 8 10 | 4 11 11 | 7 4 10 | 9 18 11 | 14 11 6 |
| 591 | 1 5 1 | 1 0 2 | 1 4 2 | 2 10 7 | 3 9 0 | 4 12 0 | 7 5 1 | 9 19 2 | 14 11 11 |
| 592 | 1 5 1 | 1 0 2 | 1 4 2 | 2 10 8 | 3 9 1 | 4 12 1 | 7 5 3 | 9 19 5 | 14 12 5 |
| 593 | 1 5 2 | 1 0 2 | 1 4 2 | 2 10 9 | 3 9 2 | 4 12 2 | 7 5 5 | 9 19 9 | 14 12 10 |
| 594 | 1 5 2 | 1 0 2 | 1 4 2 | 2 10 10 | 3 9 3 | 4 12 3 | 7 5 7 | 10 0 0 | 14 13 3 |
| 595 | 1 5 2 | 1 0 2 | 1 4 2 | 2 10 10 | 3 9 4 | 4 12 4 | 7 5 9 | 10 0 3 | 14 13 8 |
| 596 | 1 5 2 | 1 0 2 | 1 4 2 | 2 10 11 | 3 9 5 | 4 12 5 | 7 6 0 | 10 0 7 | 14 14 2 |
| 597 | 1 5 3 | 1 0 2 | 1 4 2 | 2 11 0 | 3 9 6 | 4 12 6 | 7 6 2 | 10 0 10 | 14 14 7 |
| 598 | 1 5 3 | 1 0 2 | 1 4 2 | 2 11 1 | 3 9 7 | 4 12 7 | 7 6 4 | 10 1 1 | 14 15 0 |
| 599 | 1 5 3 | 1 0 2 | 1 4 2 | 2 11 2 | 3 9 8 | 4 12 9 | 7 6 6 | 10 1 4 | 14 15 5 |
| 600 | 1 5 3 | 1 0 2 | 1 4 2 | 2 11 2 | 3 9 9 | 4 12 10 | 7 6 8 | 10 1 8 | 14 15 11 |

* Not including loading and unloading.

TARIFF FOR "SMALLS."

(a) All goods shall, unless otherwise provided, be charged under the rates and conditions governing the carriage of goods for their respective classes, subject to a minimum charge for each class in accordance with the Tariff for "Smalls" as specified hereunder.

The Tariff for "Smalls" is computed only to 3 cwt., and above that weight the tonnage rates shall be charged, subject to a minimum charge as for 3 cwt. at the Tariff for "Smalls."

(b) When, however, goods classified in two or more classes are forwarded by one or more *bona fide* consignors from the same forwarding station on the same day to one *bona fide* consignee at the same station of destination, such goods, if it be cheaper than to charge each class separately at the Tariff for "Smalls," may be placed in one or more groups, and the total weight of each such group charged under the rates and conditions for the goods of the highest class in each such group, subject to a minimum charge for each group, in accordance with the Tariff for "Smalls."

The rates at the head of the columns represent the TONNAGE RATES.

| Weight not over— | Above 7s. 6d. and not over 8s. | Above 7s. 6d. and not over 10s. | Above 10s. and not over 12s. 6d. | Above 12s. 6d. and not over 15s. | Above 15s. and not over 17s. 6d. | Above 17s. 6d. and not over 20s. | Above 20s. and not over 25s. | Above 25s. and not over 30s. | Above 30s. and not over 35s. | Above 35s. and not over 40s. | Above 40s. and not over 45s. | Above 45s. and not over 50s. | Above 50s. and not over 55s. | Above 55s. and not over 60s. | Above 60s. and not over 70s. | Above 70s. and not over 80s. | Above 80s. and not over 100s. | For every 100s. or part thereof over 100s. | Weight not over— |
|------------------------|---|--|---|---|---|---|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|---------------------------------------|--|---|------------------------|
| c. qtr. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | c. qtr. |
| 0 1 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 0 2 | 0 1 |
| 0 2 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 0 3 | 0 2 |
| 0 3 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 0 4 | 0 3 |
| 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 0 5 | 1 0 |
| 1 1 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 0 6 | 1 1 |
| 1 2 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 0 7 | 1 2 |
| 1 3 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 0 8 | 1 3 |
| 2 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 0 9 | 2 0 |
| 2 1 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 2 1 |
| 2 2 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 2 2 |
| 2 3 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 2 3 |
| 3 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 1 0 | 3 0 |

MANURE RATES:

The following rates shall be charged in respect of the undermentioned goods when used for manuring purposes, and do not include loading or unloading:—

Ammonia, Sulphate of; Artificial Manures; Bone-dust; Bone-meal; Coprol (on declaration); Guano; Gypsum (on declaration); Jadoo Fibre; Lime, slacked (on declaration); Lime and Hair (Tanner's refuse); Night-soil, deodorized; Nitrate of Potash; Nitrate of Soda; Nitro Coke; Phoscal; Salt (on declaration); Tobacco Plant Refuse.

Stable and Street Sweepings in truck loads of 5 tons shall also be charged the rates shown under the columns headed "Min. 5 tons."

| Miles. | Per ton. Min. 5 Tons. | Per ton. Min. 2 Tons. | Miles. | Per ton. Min. 5 Tons. | Per ton. Min. 2 Tons. | Miles. | Per ton. Min. 5 Tons. | Per ton. Min. 2 Tons. |
|-------------|--------------------------|--------------------------|------------|--------------------------|--------------------------|------------|--------------------------|--------------------------|
| | s. d. | s. d. | | s. d. | s. d. | | s. d. | s. d. |
| 1-10 | 0 10 | 1 6 | 60 | 3 4 | 4 5 | 110 | 6 0 | 6 10 |
| 11 | 0 11 | 1 8 | 61 | 3 5 | 4 6 | 111 | 6 0 | 6 11 |
| 12 | 1 0 | 1 9 | 62 | 3 6 | 4 6 | 112 | 6 0 | 7 0 |
| 13 | 1 0 | 1 10 | 63 | 3 6 | 4 7 | 113 | 6 0 | 7 0 |
| 14 | 1 1 | 1 10 | 64 | 3 7 | 4 8 | 114 | 6 0 | 7 1 |
| 15 | 1 2 | 1 11 | 65 | 3 8 | 4 8 | 115 | 6 3 | 7 2 |
| 16 | 1 2 | 1 11 | 66 | 3 8 | 4 9 | 116 | 6 3 | 7 2 |
| 17 | 1 3 | 1 11 | 67 | 3 9 | 4 10 | 117 | 6 4 | 7 3 |
| 18 | 1 4 | 2 1 | 68 | 3 10 | 4 10 | 118 | 6 4 | 7 4 |
| 19 | 1 4 | 2 2 | 69 | 3 10 | 4 11 | 119 | 6 4 | 7 4 |
| 20 | 1 4 | 2 2 | 70 | 3 11 | 5 0 | 120 | 6 6 | 7 5 |
| 21 | 1 5 | 2 3 | 71 | 4 0 | 5 0 | 121 | 6 6 | 7 6 |
| 22 | 1 6 | 2 4 | 72 | 4 0 | 5 1 | 122 | 6 6 | 7 6 |
| 23 | 1 6 | 2 4 | 73 | 4 1 | 5 2 | 123 | 6 6 | 7 7 |
| 24 | 1 7 | 2 5 | 74 | 4 2 | 5 2 | 124 | 6 6 | 7 8 |
| 25 | 1 8 | 2 6 | 75 | 4 2 | 5 3 | 125 | 6 6 | 7 8 |
| 26 | 1 8 | 2 6 | 76 | 4 3 | 5 4 | 126 | 6 8 | 7 9 |
| 27 | 1 9 | 2 7 | 77 | 4 4 | 5 4 | 127 | 6 8 | 7 10 |
| 28 | 1 10 | 2 8 | 78 | 4 4 | 5 5 | 128 | 6 8 | 7 10 |
| 29 | 1 10 | 2 8 | 79 | 4 5 | 5 6 | 129 | 6 8 | 7 11 |
| 30 | 1 10 | 2 9 | 80 | 4 6 | 5 6 | 130 | 6 8 | 8 0 |
| 31 | 1 11 | 2 10 | 81 | 4 6 | 5 7 | 131 | 6 11 | 8 0 |
| 32 | 2 0 | 2 10 | 82 | 4 7 | 5 8 | 132 | 6 11 | 8 1 |
| 33 | 2 0 | 2 11 | 83 | 4 7 | 5 8 | 133 | 6 11 | 8 2 |
| 34 | 2 1 | 3 0 | 84 | 4 8 | 5 8 | 134 | 6 11 | 8 2 |
| 35 | 2 2 | 3 0 | 85 | 4 9 | 5 9 | 135 | 6 11 | 8 3 |
| 36 | 2 2 | 3 1 | 86 | 4 10 | 5 10 | 136 | 7 2 | 8 4 |
| 37 | 2 3 | 3 2 | 87 | 4 10 | 6 0 | 137 | 7 2 | 8 4 |
| 38 | 2 4 | 3 2 | 88 | 4 11 | 6 0 | 138 | 7 2 | 8 5 |
| 39 | 2 4 | 3 3 | 89 | 5 0 | 6 0 | 139 | 7 2 | 8 6 |
| 40 | 2 4 | 3 4 | 90 | 5 0 | 6 0 | 140 | 7 2 | 8 6 |
| 41 | 2 5 | 3 4 | 91 | 5 1 | 6 2 | 141 | 7 2 | 8 7 |
| 42 | 2 6 | 3 5 | 92 | 5 2 | 6 2 | 142 | 7 3 | 8 7 |
| 43 | 2 6 | 3 6 | 93 | 5 2 | 6 3 | 143 | 7 3 | 8 7 |
| 44 | 2 7 | 3 6 | 94 | 5 3 | 6 3 | 144 | 7 3 | 8 8 |
| 45 | 2 8 | 3 7 | 95 | 5 4 | 6 3 | 145 | 7 3 | 8 8 |
| 46 | 2 8 | 3 8 | 96 | 5 4 | 6 3 | 146 | 7 4 | 8 8 |
| 47 | 2 9 | 3 8 | 97 | 5 5 | 6 3 | 147 | 7 4 | 8 9 |
| 48 | 2 10 | 3 9 | 98 | 5 6 | 6 3 | 148 | 7 4 | 8 9 |
| 49 | 2 10 | 3 10 | 99 | 5 6 | 6 3 | 149 | 7 4 | 8 10 |
| 50 | 2 10 | 3 10 | 100 | 5 7 | 6 4 | 150 | 7 4 | 8 10 |
| 51 | 2 11 | 3 11 | 101 | 5 7 | 6 4 | 151 | 7 6 | 8 10 |
| 52 | 3 0 | 4 0 | 102 | 5 7 | 6 5 | 152 | 7 6 | 8 10 |
| 53 | 3 0 | 4 0 | 103 | 5 7 | 6 6 | 153 | 7 6 | 8 11 |
| 54 | 3 1 | 4 1 | 104 | 5 10 | 6 6 | 154 | 7 6 | 8 11 |
| 55 | 3 2 | 4 2 | 105 | 5 10 | 6 7 | 155 | 7 6 | 9 0 |
| 56 | 3 2 | 4 2 | 106 | 5 10 | 6 8 | 156 | 7 7 | 9 0 |
| 57 | 3 3 | 4 3 | 107 | 5 10 | 6 8 | 157 | 7 7 | 9 0 |
| 58 | 3 4 | 4 4 | 108 | 5 10 | 6 9 | 158 | 7 7 | 9 0 |
| 59 | 3 4 | 4 4 | 109 | 5 10 | 6 10 | 159 | 7 7 | 9 1 |

MANURE RATES—continued.

| Miles. | Per ton. Min. 5 Tons. | Per ton. Min. 2 Tons. | Miles. | Per ton. Min. 5 Tons. | Per ton. Min. 2 Tons. | Miles. | Per ton. Min. 5 Tons. | Per ton. Min. 2 Tons. |
|------------|--------------------------|--------------------------|------------|--------------------------|--------------------------|------------|--------------------------|--------------------------|
| | s. d. | s. d. | | s. d. | s. d. | | s. d. | s. d. |
| 160 | 7 7 | 9 1 | 220 | 8 8 | 10 2 | 280 | 9 4 | 11 8 |
| 161 | 7 8 | 9 2 | 221 | 8 9 | 10 2 | 281 | 9 4 | 11 8 |
| 162 | 7 8 | 9 2 | 222 | 8 9 | 10 2 | 282 | 9 4 | 11 8 |
| 163 | 7 8 | 9 2 | 223 | 8 9 | 10 3 | 283 | 9 4 | 11 8 |
| 164 | 7 8 | 9 2 | 224 | 8 9 | 10 3 | 284 | 9 4 | 11 8 |
| 165 | 7 8 | 9 2 | 225 | 8 9 | 10 3 | 285 | 9 4 | 11 9 |
| 166 | 7 10 | 9 3 | 226 | 8 9 | 10 3 | 286 | 9 4 | 11 9 |
| 167 | 7 10 | 9 3 | 227 | 8 9 | 10 4 | 287 | 9 4 | 11 9 |
| 168 | 7 10 | 9 3 | 228 | 8 9 | 10 4 | 288 | 9 4 | 11 9 |
| 169 | 7 10 | 9 4 | 229 | 8 10 | 10 4 | 289 | 9 4 | 11 10 |
| 170 | 7 10 | 9 4 | 230 | 8 10 | 10 4 | 290 | 9 4 | 11 10 |
| 171 | 7 11 | 9 4 | 231 | 8 10 | 10 6 | 291 | 9 4 | 11 10 |
| 172 | 7 11 | 9 4 | 232 | 8 10 | 10 6 | 292 | 9 4 | 11 10 |
| 173 | 7 11 | 9 4 | 233 | 8 11 | 10 6 | 293 | 9 4 | 11 10 |
| 174 | 7 11 | 9 4 | 234 | 8 11 | 10 6 | 294 | 9 4 | 11 10 |
| 175 | 7 11 | 9 5 | 235 | 8 11 | 10 7 | 295 | 9 4 | 11 10 |
| 176 | 8 0 | 9 5 | 236 | 8 11 | 10 7 | 296 | 9 4 | 11 10 |
| 177 | 8 0 | 9 5 | 237 | 8 11 | 10 7 | 297 | 9 4 | 11 11 |
| 178 | 8 0 | 9 6 | 238 | 8 11 | 10 7 | 298 | 9 4 | 11 11 |
| 179 | 8 0 | 9 6 | 239 | 8 11 | 10 8 | 299 | 9 4 | 12 0 |
| 180 | 8 0 | 9 6 | 240 | 8 11 | 10 8 | 300 | 9 4 | 12 0 |
| 181 | 8 2 | 9 6 | 241 | 9 0 | 10 9 | 301 | 9 6 | 12 2 |
| 182 | 8 2 | 9 6 | 242 | 9 0 | 10 9 | 302 | 9 6 | 12 2 |
| 183 | 8 2 | 9 6 | 243 | 9 0 | 10 10 | 303 | 9 6 | 12 2 |
| 184 | 8 2 | 9 7 | 244 | 9 0 | 10 10 | 304 | 9 6 | 12 2 |
| 185 | 8 2 | 9 7 | 245 | 9 0 | 10 10 | 305 | 9 6 | 12 2 |
| 186 | 8 3 | 9 7 | 246 | 9 0 | 10 10 | 306 | 9 6 | 12 2 |
| 187 | 8 3 | 9 8 | 247 | 9 0 | 10 10 | 307 | 9 6 | 12 3 |
| 188 | 8 3 | 9 8 | 248 | 9 0 | 10 10 | 308 | 9 6 | 12 3 |
| 189 | 8 3 | 9 8 | 249 | 9 0 | 10 11 | 309 | 9 6 | 12 3 |
| 190 | 8 3 | 9 8 | 250 | 9 0 | 10 11 | 310 | 9 6 | 12 3 |
| 191 | 8 4 | 9 8 | 251 | 9 2 | 11 1 | 311 | 9 6 | 12 4 |
| 192 | 8 4 | 9 8 | 252 | 9 2 | 11 1 | 312 | 9 6 | 12 4 |
| 193 | 8 4 | 9 9 | 253 | 9 2 | 11 2 | 313 | 9 6 | 12 4 |
| 194 | 8 4 | 9 9 | 254 | 9 2 | 11 2 | 314 | 9 6 | 12 4 |
| 195 | 8 4 | 9 9 | 255 | 9 2 | 11 2 | 315 | 9 6 | 12 4 |
| 196 | 8 6 | 9 10 | 256 | 9 2 | 11 2 | 316 | 9 6 | 12 4 |
| 197 | 8 6 | 9 10 | 257 | 9 2 | 11 2 | 317 | 9 6 | 12 4 |
| 198 | 8 6 | 9 10 | 258 | 9 2 | 11 2 | 318 | 9 6 | 12 4 |
| 199 | 8 6 | 9 10 | 259 | 9 2 | 11 2 | 319 | 9 6 | 12 5 |
| 200 | 8 6 | 9 10 | 260 | 9 2 | 11 2 | 320 | 9 6 | 12 5 |
| 201 | 8 7 | 9 10 | 261 | 9 2 | 11 3 | 321 | 9 6 | 12 5 |
| 202 | 8 7 | 9 10 | 262 | 9 2 | 11 3 | 322 | 9 6 | 12 5 |
| 203 | 8 7 | 9 11 | 263 | 9 2 | 11 3 | 323 | 9 6 | 12 6 |
| 204 | 8 7 | 9 11 | 264 | 9 2 | 11 3 | 324 | 9 6 | 12 6 |
| 205 | 8 7 | 9 11 | 265 | 9 2 | 11 4 | 325 | 9 6 | 12 6 |
| 206 | 8 7 | 9 11 | 266 | 9 2 | 11 4 | 326 | 9 8 | 12 8 |
| 207 | 8 7 | 10 0 | 267 | 9 2 | 11 4 | 327 | 9 8 | 12 8 |
| 208 | 8 7 | 10 0 | 268 | 9 2 | 11 4 | 328 | 9 8 | 12 8 |
| 209 | 8 7 | 10 0 | 269 | 9 2 | 11 4 | 329 | 9 8 | 12 8 |
| 210 | 8 7 | 10 0 | 270 | 9 2 | 11 4 | 330 | 9 8 | 12 8 |
| 211 | 8 8 | 10 0 | 271 | 9 2 | 11 4 | 331 | 9 8 | 12 9 |
| 212 | 8 8 | 10 0 | 272 | 9 2 | 11 4 | 332 | 9 8 | 12 9 |
| 213 | 8 8 | 10 0 | 273 | 9 2 | 11 5 | 333 | 9 8 | 12 9 |
| 214 | 8 8 | 10 0 | 274 | 9 2 | 11 5 | 334 | 9 8 | 12 9 |
| 215 | 8 8 | 10 1 | 275 | 9 2 | 11 5 | 335 | 9 8 | 12 9 |
| 216 | 8 8 | 10 1 | 276 | 9 4 | 11 7 | 336 | 9 8 | 12 10 |
| 217 | 8 8 | 10 1 | 277 | 9 4 | 11 8 | 337 | 9 8 | 12 10 |
| 218 | 8 8 | 10 1 | 278 | 9 4 | 11 8 | 338 | 9 8 | 12 10 |
| 219 | 8 8 | 10 2 | 279 | 9 4 | 11 8 | 339 | 9 8 | 12 10 |

MANURE RATES—continued.

| Miles. | Per ton. Min. 5 tons. | Per ton. Min. 2 tons. | Miles. | Per ton. Min. 5 tons. | Per ton. Min. 2 tons. | Miles. | Per ton. Min. 5 tons. | Per ton. Min. 2 tons. |
|------------|--------------------------|--------------------------|------------|--------------------------|--------------------------|------------|--------------------------|--------------------------|
| | s. d. | s. d. | | s. d. | s. d. | | s. d. | s. d. |
| 340 | 9 8 | 12 10 | 400 | 10 0 | 14 0 | 460 | 10 6 | 15 4 |
| 341 | 9 8 | 12 10 | 401 | 10 2 | 14 2 | 461 | 10 6 | 15 5 |
| 342 | 9 8 | 12 10 | 402 | 10 2 | 14 2 | 462 | 10 6 | 15 5 |
| 343 | 9 8 | 12 11 | 403 | 10 2 | 14 3 | 463 | 10 6 | 15 5 |
| 344 | 9 8 | 12 11 | 404 | 10 2 | 14 3 | 464 | 10 6 | 15 6 |
| 345 | 9 8 | 12 11 | 405 | 10 2 | 14 4 | 465 | 10 6 | 15 6 |
| 346 | 9 8 | 12 11 | 406 | 10 2 | 14 4 | 466 | 10 6 | 15 6 |
| 347 | 9 8 | 13 0 | 407 | 10 2 | 14 4 | 467 | 10 6 | 15 6 |
| 348 | 9 8 | 13 0 | 408 | 10 2 | 14 4 | 468 | 10 6 | 15 6 |
| 349 | 9 8 | 13 0 | 409 | 10 2 | 14 4 | 469 | 10 6 | 15 6 |
| 350 | 9 8 | 13 0 | 410 | 10 2 | 14 4 | 470 | 10 6 | 15 7 |
| 351 | 9 10 | 13 2 | 411 | 10 2 | 14 5 | 471 | 10 6 | 15 7 |
| 352 | 9 10 | 13 2 | 412 | 10 2 | 14 5 | 472 | 10 6 | 15 7 |
| 353 | 9 10 | 13 2 | 413 | 10 2 | 14 5 | 473 | 10 6 | 15 8 |
| 354 | 9 10 | 13 2 | 414 | 10 2 | 14 6 | 474 | 10 6 | 15 8 |
| 355 | 9 10 | 13 3 | 415 | 10 2 | 14 6 | 475 | 10 6 | 15 8 |
| 356 | 9 10 | 13 3 | 416 | 10 2 | 14 6 | 476 | 10 8 | 15 8 |
| 357 | 9 10 | 13 3 | 417 | 10 2 | 14 6 | 477 | 10 8 | 15 8 |
| 358 | 9 10 | 13 3 | 418 | 10 2 | 14 6 | 478 | 10 8 | 15 9 |
| 359 | 9 10 | 13 4 | 419 | 10 2 | 14 6 | 479 | 10 8 | 15 9 |
| 360 | 9 10 | 13 4 | 420 | 10 2 | 14 7 | 480 | 10 8 | 15 10 |
| 361 | 9 10 | 13 4 | 421 | 10 2 | 14 7 | 481 | 10 8 | 15 10 |
| 362 | 9 10 | 13 4 | 422 | 10 2 | 14 7 | 482 | 10 8 | 15 10 |
| 363 | 9 10 | 13 4 | 423 | 10 2 | 14 8 | 483 | 10 8 | 15 10 |
| 364 | 9 10 | 13 4 | 424 | 10 2 | 14 8 | 484 | 10 8 | 15 10 |
| 365 | 9 10 | 13 4 | 425 | 10 2 | 14 8 | 485 | 10 8 | 15 10 |
| 366 | 9 10 | 13 4 | 426 | 10 4 | 14 8 | 486 | 10 8 | 15 11 |
| 367 | 9 10 | 13 5 | 427 | 10 4 | 14 8 | 487 | 10 8 | 15 11 |
| 368 | 9 10 | 13 5 | 428 | 10 4 | 14 9 | 488 | 10 8 | 15 11 |
| 369 | 9 10 | 13 5 | 429 | 10 4 | 14 9 | 489 | 10 8 | 15 11 |
| 370 | 9 10 | 13 5 | 430 | 10 4 | 14 10 | 490 | 10 8 | 16 0 |
| 371 | 9 10 | 13 6 | 431 | 10 4 | 14 10 | 491 | 10 8 | 16 0 |
| 372 | 9 10 | 13 6 | 432 | 10 4 | 14 10 | 492 | 10 8 | 16 0 |
| 373 | 9 10 | 13 6 | 433 | 10 4 | 14 10 | 493 | 10 8 | 16 0 |
| 374 | 9 10 | 13 6 | 434 | 10 4 | 14 10 | 494 | 10 8 | 16 0 |
| 375 | 9 10 | 13 6 | 435 | 10 4 | 14 10 | 495 | 10 8 | 16 0 |
| 376 | 10 0 | 13 8 | 436 | 10 4 | 14 11 | 496 | 10 8 | 16 0 |
| 377 | 10 0 | 13 8 | 437 | 10 4 | 14 11 | 497 | 10 8 | 16 0 |
| 378 | 10 0 | 13 8 | 438 | 10 4 | 14 11 | 498 | 10 8 | 16 0 |
| 379 | 10 0 | 13 9 | 439 | 10 4 | 15 0 | 499 | 10 8 | 16 1 |
| 380 | 10 0 | 13 9 | 440 | 10 4 | 15 0 | 500 | 10 8 | 16 1 |
| 381 | 10 0 | 13 9 | 441 | 10 4 | 15 0 | 501 | 10 10 | 16 3 |
| 382 | 10 0 | 13 9 | 442 | 10 4 | 15 0 | 502 | 10 10 | 16 3 |
| 383 | 10 0 | 13 10 | 443 | 10 4 | 15 0 | 503 | 10 10 | 16 4 |
| 384 | 10 0 | 13 10 | 444 | 10 4 | 15 0 | 504 | 10 10 | 16 4 |
| 385 | 10 0 | 13 10 | 445 | 10 4 | 15 1 | 505 | 10 10 | 16 5 |
| 386 | 10 0 | 13 10 | 446 | 10 4 | 15 1 | 506 | 10 10 | 16 5 |
| 387 | 10 0 | 13 10 | 447 | 10 4 | 15 1 | 507 | 10 10 | 16 5 |
| 388 | 10 0 | 13 10 | 448 | 10 4 | 15 2 | 508 | 10 10 | 16 5 |
| 389 | 10 0 | 13 10 | 449 | 10 4 | 15 2 | 509 | 10 10 | 16 5 |
| 390 | 10 0 | 13 10 | 450 | 10 4 | 15 2 | 510 | 10 10 | 16 5 |
| 391 | 10 0 | 13 11 | 451 | 10 6 | 15 2 | 511 | 10 10 | 16 6 |
| 392 | 10 0 | 13 11 | 452 | 10 6 | 15 2 | 512 | 10 10 | 16 6 |
| 393 | 10 0 | 13 11 | 453 | 10 6 | 15 3 | 513 | 10 10 | 16 6 |
| 394 | 10 0 | 13 11 | 454 | 10 6 | 15 3 | 514 | 10 10 | 16 7 |
| 395 | 10 0 | 14 0 | 455 | 10 6 | 15 4 | 515 | 10 10 | 16 7 |
| 396 | 10 0 | 14 0 | 456 | 10 6 | 15 4 | 516 | 10 10 | 16 7 |
| 397 | 10 0 | 14 0 | 457 | 10 6 | 15 4 | 517 | 10 10 | 16 7 |
| 398 | 10 0 | 14 0 | 458 | 10 6 | 15 4 | 518 | 10 10 | 16 7 |
| 399 | 10 0 | 14 0 | 459 | 10 6 | 15 4 | 519 | 10 10 | 16 7 |

MANURE RATES—continued.

| Miles. | Per ton. Min. 5 tons. | Per ton. Min. 2 tons. | Miles. | Per ton. Min. 5 tons. | Per ton. Min. 2 tons. | Miles. | Per ton. Min. 5 tons. | Per ton. Min. 2 tons. |
|------------|--------------------------|--------------------------|------------|--------------------------|--------------------------|------------|--------------------------|--------------------------|
| | <i>s. d.</i> | <i>s. d.</i> | | <i>s. d.</i> | <i>s. d.</i> | | <i>s. d.</i> | <i>s. d.</i> |
| 520 | 10 10 | 16 8 | 550 | 11 0 | 17 3 | 580 | 11 4 | 17 11 |
| 521 | 10 10 | 16 8 | 551 | 11 2 | 17 3 | 581 | 11 4 | 17 11 |
| 522 | 10 10 | 16 8 | 552 | 11 2 | 17 3 | 582 | 11 4 | 17 11 |
| 523 | 10 10 | 16 9 | 553 | 11 2 | 17 4 | 583 | 11 4 | 17 11 |
| 524 | 10 10 | 16 9 | 554 | 11 2 | 17 4 | 584 | 11 4 | 17 11 |
| 525 | 10 10 | 16 9 | 555 | 11 2 | 17 5 | 585 | 11 4 | 17 11 |
| 526 | 11 0 | 16 9 | 556 | 11 2 | 17 5 | 586 | 11 4 | 18 0 |
| 527 | 11 0 | 16 9 | 557 | 11 2 | 17 5 | 587 | 11 4 | 18 0 |
| 528 | 11 0 | 16 10 | 558 | 11 2 | 17 5 | 588 | 11 4 | 18 0 |
| 529 | 11 0 | 16 10 | 559 | 11 2 | 17 5 | 589 | 11 4 | 18 0 |
| 530 | 11 0 | 16 11 | 560 | 11 2 | 17 5 | 590 | 11 4 | 18 1 |
| 531 | 11 0 | 16 11 | 561 | 11 2 | 17 6 | 591 | 11 4 | 18 1 |
| 532 | 11 0 | 16 11 | 562 | 11 2 | 17 6 | 592 | 11 4 | 18 1 |
| 533 | 11 0 | 16 11 | 563 | 11 2 | 17 6 | 593 | 11 4 | 18 1 |
| 534 | 11 0 | 16 11 | 564 | 11 2 | 17 7 | 594 | 11 4 | 18 1 |
| 535 | 11 0 | 16 11 | 565 | 11 2 | 17 7 | 595 | 11 4 | 18 1 |
| 536 | 11 0 | 17 0 | 566 | 11 2 | 17 7 | 596 | 11 4 | 18 1 |
| 537 | 11 0 | 17 0 | 567 | 11 2 | 17 7 | 597 | 11 4 | 18 1 |
| 538 | 11 0 | 17 0 | 568 | 11 2 | 17 7 | 598 | 11 4 | 18 1 |
| 539 | 11 0 | 17 1 | 569 | 11 2 | 17 7 | 599 | 11 4 | 18 2 |
| 540 | 11 0 | 17 1 | 570 | 11 2 | 17 8 | 600 | 11 4 | 18 2 |
| 541 | 11 0 | 17 1 | 571 | 11 2 | 17 8 | 601 | 11 6 | 18 4 |
| 542 | 11 0 | 17 1 | 572 | 11 2 | 17 8 | 602 | 11 6 | 18 4 |
| 543 | 11 0 | 17 1 | 573 | 11 2 | 17 9 | 603 | 11 6 | 18 5 |
| 544 | 11 0 | 17 1 | 574 | 11 2 | 17 9 | 604 | 11 6 | 18 5 |
| 545 | 11 0 | 17 2 | 575 | 11 2 | 17 9 | 605 | 11 6 | 18 6 |
| 546 | 11 0 | 17 2 | 576 | 11 4 | 17 9 | 606 | 11 6 | 18 6 |
| 547 | 11 0 | 17 2 | 577 | 11 4 | 17 9 | 607 | 11 6 | 18 6 |
| 548 | 11 0 | 17 3 | 578 | 11 4 | 17 10 | 608 | 11 6 | 18 6 |
| 549 | 11 0 | 17 3 | 579 | 11 4 | 17 10 | 609 | 11 6 | 18 6 |

Consignments of less than 2 tons shall be charged "S.A.I." rates, subject to a minimum of 10 cwt., otherwise class "A" rates subject to the Tariff for smalls.

RATES FOR THE CARRIAGE OF COAL.

(a) In respect of Coal forwarded by rail on the Up journey from any coal-field direct to any station, the rate for haulage over the whole or any part of the line from the coal-field to Melbourne shall be Three farthings per ton per mile (of which One halfpenny per ton per mile shall be paid by the consignee or consignor, and One farthing per ton per mile shall be paid to the Commissioners out of the Consolidated Revenue), and the rate for haulage on any other line shall be the rate applicable to Class M, computed by subtracting the Class M rate for the mileage hauled over the whole or any part of the line from the coal-field to Melbourne from the Class M rate for the total mileage from the coal-field to the station of destination.

(b) In all other respects the rate applicable to Class M shall be charged.

(c) The minimum charges shall be—2s. per ton for distances up to and inclusive of six miles; 2s. 3d. per ton for distances over six and up to and inclusive of eight miles; and 2s. 6d. per ton for distances beyond eight miles—with a minimum truck load for bogie trucks of eighteen (18) tons, for fifteen (15) ton trucks of thirteen (13) tons, for ten (10) and twelve (12) ton trucks of nine (9) tons, and of one ton less than the actual tonnage capacity of the truck when such is less than ten (10) tons, provided that the minimum truck load shall in no case be less than six (6) tons.

RATES FOR THE CARRIAGE OF EMPTIES.

All carried at Owner's Risk.

Those marked * to be prepaid. Prepayment to be made in cash or freight stamps, at the option of the Commissioners.

| Description. | Rate. |
|--|---|
| Acid jars, returned empty in cases | Class "B." |
| *Ammunition boxes, with or without spent cartridge cases | Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional. |
| Bags, secondhand, whether returns or otherwise | Class "A." Minimum 6d. |
| *Baskets, round, sugar, returned empty | Same as coops or crates. |
| Boot hampers and trunks returned empty | Class 1. |
| " " not returned empty | Class 2. |
| *Bottled beer casks | Class "C." Minimum 6d. |
| Bottles, empty, loose, or otherwise | Class "A." |
| " small lots, must be in bags, crates, and cases | Class "B." Minimum 6d. |
| Boxes, empty, for luggage | Class 2. |
| *Boxes, empty, returned, n.o.s. | Class "A." Minimum 6d. |
| Boxes, empty, new, n.o.s. | Class "C." Minimum 6d. |
| *Butter Boxes, new or returned (including wrapping-paper up to 1 lb.) not exceeding 28 lbs. each | Up to 101 miles 1d. each; for each succeeding 100 miles or part thereof 1d. each additional; over 28 lbs. weight double rate. |
| *Butter kegs and tubs returned, not exceeding 28 lbs. each... | |
| | Class "C." Minimum 6d. shall be charged when cheaper. |
| *Cans, milk and cream, returned empty (50-quart cans to be charged the 28-lb. rate), also small mineral water cans, returned empty | Same as butter boxes. |
| *Cans, milk and cream, new, when bearing label of recognised creamery or consignor of milk | Same as empty returns. |
| Cans, milk and cream, new, except as above | Class 3. |
| Carbonic gas cylinders | Class "C." Minimum 6d. |
| Carboys, acid, returned empty | Class "B." |
| " new or not returned empty | Class "C." |
| *Cases, fruit, raisin, and cheese, also sweat boxes, new or returned | Class "A." Minimum 6d. |
| *Cases, empty, returned, n.o.s. | Class "A." Minimum 6d. |
| Cases, " new, n.o.s. | Class "C." Minimum 6d. |
| *Cases, kerosene, empty returned | Class "B." Minimum 6d. |
| *Coops and crates (poultry) returned empty, not exceeding 16 cubic feet in measurement | Not over 50 miles 3d. each; over 50 and not over 101 miles 6d. each; over 101 and not over 150 miles 9d. each; over 150 miles 1s. each. |
| *Coops and crates, (poultry) returned empty, not exceeding 6½ cubic feet in measurement | Class "C." Minimum 6d., if cheaper than package rate. |
| *Coops and crates, new, from salesmen to regular consignors of poultry | Same as empty returns. |
| *Crates, for fruit and honey, new or returned | Class "A." Minimum 6d. |
| *Crates, vegetable, returned empty | Not over 50 miles 6d. each; over 50 and not over 101 miles 1s. each; over 101 and not over 150 miles 1s. 6d. each; over 150 miles 2s. each. |
| " sheep and poultry, exceeding 16 cub. feet | Same as butter boxes. |
| *Crates, rabbit, new or returned | Class 3. |
| Crates and coops, new, n.o.s. | Class "C." Minimum 6d. |
| Drums, new or returned | Same as butter boxes. |
| *Egg boxes, new or returned | 1d. per box extra, minimum 1d. |
| " " containing chaff for packing | Up to 101 miles, 1d.; for each succeeding 100 miles or part thereof 1d. additional. |
| *Fish baskets, new or returned, in packages, for each 28 lbs. or part thereof | |
| *Fish boxes, new or returned, irrespective of weight, each box | |

EMPTIES—continued.

| Description. | | Rate. |
|--|-----|--|
| Magazines, portable, explosive, returned empty | ... | Free. |
| Mineral water cylinders, returned | ... | Class "A." Minimum 6d. |
| *Raspberry buckets, returned | ... | 1d. each per 100 miles; or, if cheaper, 4d. per dozen per 100 miles; or Class "C." Minimum 6d. |
| Syphons, sodawater | ... | Same as bottles. |
| *Tins—Biscuit, confectionery, honey kerosene, butter, tea, or for other preserves, new or returned in bundles loose... | ... | Class "C." Minimum 6d. |
| " empty, n.o.s., and egg fillers in cases | ... | Class 1. |
| " fruit, empty, in cases | ... | Class "C." Minimum 6d. |
| Butts, vats, pipes (other than wine) and casks, in packages | ... | Class "A." Minimum 6d. |
| " " " " set up, not over 100 gallons capacity | ... | Class "C." |
| " " " " set up, over 100 and not exceeding 400 gallons capacity | ... | Class "C." "Smalls" minimum. |
| " " " " set up, over 400 gallons capacity | ... | Class 2. |
| Barrels, quarter-casks, kilderkins, octaves, kegs, fruit tubs, hogsheds, tallow puncheons, new or not returned empty | ... | Class 2. Rate and half. |
| | | Class "C." "Smalls" minimum. |

| Returned Empty. | Up to 101 Miles. | From 102 to 201 Miles. | Over 201 Miles. | |
|--|------------------|------------------------|-----------------|--|
| | each. s. d. | each. s. d. | each. s. d. | |
| Barrels | ... | ... | ... | } Or Class "C." "Smalls" minimums, if cheaper. |
| Quarter-casks | ... | ... | ... | |
| Kilderkins | ... | ... | ... | |
| Octaves | ... | ... | ... | |
| Demijohns | ... | ... | ... | |
| Kegs, not over 10 gallons, and Fruit Tubs | ... | ... | ... | |
| Hogsheds | ... | ... | ... | |
| Tallow Puncheons | ... | ... | ... | |
| Wine Pipes, not exceeding 100 gallons capacity | ... | ... | ... | |
| *Egg Casks, large | ... | ... | ... | |

RATES FOR THE CARRIAGE OF FISH, FRESH, SMOKED,
OR DRIED (PRODUCE OF THE COMMONWEALTH),
ALSO OYSTERS AND OTHER SHELL FISH, FRESH.

| | | |
|---------------------|-----|-----------------------|
| From 1 to 100 miles | ... | 3d. per ton per mile. |
| " 101 " 200 " | ... | 2d. " " " additional. |
| Over 200 miles | ... | 1d. " " " |

1s. per ton terminal shall be added and the charge shall be subject to the tariff for "smalls."

When sent in consignments of not less than 3 tons per 4-wheeled truck a reduction of 12½ per cent. may be allowed off the foregoing rates.

This traffic is carried at the risk of the owner. Consignments must be delivered at the station 30 minutes prior to the starting time of the train by which they are to be forwarded, and must be consigned on Form 86A.

Fish forwarded from Geelong to Ballarat by the 8.30 a.m. down passenger train shall be charged goods rates.

RATES FOR THE CARRIAGE OF MILK.

| Miles. | Per Can, 84 lbs. | | Per Can, 126 lbs. | | Per Can, 168 lbs. | |
|---------------|------------------|------------------------|-------------------|------------------------|-------------------|------------------------|
| | Passenger Train. | Goods and Mixed Trains | Passenger Train. | Goods and Mixed Trains | Passenger Train. | Goods and Mixed Trains |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| 1 to 15 ... | 0 4 | 0 3 | 0 5 | 0 4 | 0 7 | 0 5 |
| 16 „ 30 ... | 0 7 | 0 5 | 0 8 | 0 6 | 0 10 | 0 8 |
| 31 „ 50 ... | 0 10 | 0 7 | 0 11 | 0 8 | 1 2 | 0 10 |
| 51 „ 70 ... | 1 1 | 0 10 | 1 2 | 0 11 | 1 6 | 1 2 |
| 71 „ 100 ... | 1 4 | 1 1 | 1 5 | 1 2 | 1 9 | 1 6 |
| 101 „ 150 ... | 1 6 | 1 3 | 1 7 | 1 4 | 2 0 | 1 8 |

When milk is sent in larger packages, or if it be cheaper, the rates which shall be charged for carriage by Passenger trains shall be half parcels rate, minimum 1s. ; and for carriage by Mixed and Goods trains Class "C" rate, subject to the Tariff for smalls.

When milk is sent by Mixed trains on branch lines, thence by Passenger or fast Mixed trains on main lines, passenger train rate shall be charged for the whole distance.

Butter Milk for pigs' feed, sour milk, and skimmed milk, previously carried by rail, shall be charged half rates if returned from factories to the original consignors.

Sample Milk Test Boxes shall be charged Milk rates when full, and Returned Empty Can rates on the return journey.

Milk forwarded from Deer Park and Parwan to Melbourne and suburban stations by the 7.10 p.m. Up shall be charged Goods train rate.

Milk forwarded from Deer Park and Melton by the Up Express to Melbourne and Suburban stations shall be charged Goods train rate.

Milk from Colac to Melbourne by Passenger train, a/c Willsmere Certified Milk Co., shall be charged Goods train rate.

When Milk sent to Melbourne or Suburban passenger stations is charged Goods train rate on the forward journey, the empty cans shall be charged the Empty Return Goods rates (see page 57), whether sent by Passenger or Goods train.

Milk carried on Sundays by Passenger or Goods trains shall be charged the Ordinary Milk rates, with the exception that milk (a) from stations outside a radius of 10 miles from Melbourne (Pakenham to Clayton, and Clyde to Lyndhurst inclusive excepted), shall be charged Goods rates, plus 50 per cent., and (b) from stations Pakenham to Clayton and Clyde to Lyndhurst inclusive, double Goods rates.

All milk is carried at the risk of the owners.

RATES FOR THE CARRIAGE OF CREAM.

Cream, in Cans, by Goods and Mixed trains, all carried at the risk of the owner.

| Miles. | Per Can, not exceeding 126 lbs. | Miles. | Per Can, not exceeding 126 lbs. |
|---------------|---------------------------------|--------------------------------|---------------------------------|
| | s. d. | | s. d. |
| 1 to 30 ... | 0 6 | 151 to 200 ... | 1 9 |
| 31 „ 50 ... | 0 9 | 201 „ 250 ... | 1 11 |
| 51 „ 70 ... | 1 0 | 251 „ 300 ... | 2 1 |
| 71 „ 100 ... | 1 3 | For each 50 miles over 300 ... | 0 1 |
| 101 „ 150 ... | 1 6 | | |

When cream is sent in larger packages, or if it be cheaper than above rates the charge shall be Class "C" rate, subject to the Tariff for smalls.

Sample Cream, or Cream and Milk, Test Boxes shall be charged Cream rates when full, and Returned Empty Can rates on the return journey.

Sample Milk Test Boxes when sent with cream, shall be charged Class "C" rate, subject to minimum weight of 1 qr.

Cream, in Cans, by Passenger trains, shall be charged half Parcels rates, minimum 1s.

Cream from Beacac to Melbourne shall be charged the 100-mile rate.

RATES FOR THE CARRIAGE OF POTATOES AND PIG FEED.

When in truck loads of 6 tons the following rates shall be charged for distances from 1 to 100 miles inclusive, and for distances beyond 100 miles Class A.P. rates shall apply.

| Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. | Miles. | Rate per ton. |
|------------|---------------|-----------|---------------|-----------|---------------|------------|---------------|
| | <i>s. d.</i> | | <i>s. d.</i> | | <i>s. d.</i> | | <i>s. d.</i> |
| 1-6 | 2 0 | 30 | 3 0 | 53 | 4 9 | 77 | 6 8 |
| 7 | 2 3 | 31 | 3 1 | 54 | 4 10 | 78 | 6 9 |
| 8 | 2 3 | 32 | 3 2 | 55 | 4 11 | 79 | 6 10 |
| 9 | 2 6 | 33 | 3 3 | 56 | 5 0 | | |
| | | 34 | 3 4 | 57 | 5 1 | 80 | 6 11 |
| 10 | 2 6 | 35 | 3 5 | 58 | 5 2 | 81 | 7 3 |
| 11 | 2 6 | 36 | 3 6 | 59 | 5 3 | 82 | 7 4 |
| 12 | 2 6 | 37 | 3 7 | | | 83 | 7 5 |
| 13 | 2 6 | 38 | 3 8 | 60 | 5 3 | 84 | 7 6 |
| 14 | 2 6 | 39 | 3 9 | 61 | 5 4 | 85 | 7 7 |
| 15 | 2 6 | | | 62 | 5 5 | 86 | 7 8 |
| 16 | 2 6 | | | 63 | 5 6 | 87 | 7 9 |
| 17 | 2 6 | 40 | 3 9 | 64 | 5 7 | 88 | 7 10 |
| 18 | 2 6 | 41 | 3 10 | 65 | 5 8 | 89 | 7 11 |
| 19 | 2 6 | 42 | 3 11 | 66 | 5 9 | | |
| | | 43 | 4 0 | 67 | 5 10 | 90 | 8 0 |
| 20 | 2 6 | 44 | 4 1 | 68 | 5 11 | 91 | 8 1 |
| 21 | 2 6 | 45 | 4 2 | 69 | 6 0 | 92 | 8 2 |
| 22 | 2 6 | 46 | 4 3 | | | 93 | 8 3 |
| 23 | 2 6 | 47 | 4 4 | 70 | 6 1 | 94 | 8 4 |
| 24 | 2 7 | 48 | 4 5 | 71 | 6 2 | 95 | 8 5 |
| 25 | 2 8 | 49 | 4 6 | 72 | 6 3 | 96 | 8 6 |
| 26 | 2 9 | | | 73 | 6 4 | 97 | 8 7 |
| 27 | 2 10 | 50 | 4 6 | 74 | 6 5 | 98 | 8 8 |
| 28 | 2 11 | 51 | 4 7 | 75 | 6 6 | 99 | 8 9 |
| 29 | 3 0 | 52 | 4 8 | 76 | 6 7 | 100 | 8 10 |

When in smaller consignments Potatoes shall be charged S.A.P. rates, otherwise class "A" rates, subject to the tariff for smalls; and Pigs' Feed shall be charged S.A.P. rates, otherwise class "A" rates and conditions.

The foregoing rates do not include loading or unloading.

METAL, METAL SCREENINGS, AND SPALLS.

The following rates shall, subject to the conditions of Class M, be charged for the carriage of metal, metal screenings, and spalls.

| Miles. | Metal and Metal Screenings, per ton. | Spalls, per ton. | Miles. | Metal and Metal Screenings, per ton. | Spalls, per ton. |
|---------------|--------------------------------------|------------------|------------------------------|--------------------------------------|------------------|
| | <i>s. d.</i> | <i>s. d.</i> | | <i>s. d.</i> | <i>s. d.</i> |
| 1 to 6 | 1 9 | 1 9 | 17 | 2 2 | 1 11 |
| 7 | 1 9 | 1 9 | 18 | 2 3 | 2 0 |
| 8 | 1 9 | 1 9 | 19 | 2 4 | 2 1 |
| 9 | 1 9 | 1 9 | 20 | 2 5 | 2 2 |
| 10 | 1 9 | 1 9 | 21 | 2 6 | 2 4 |
| 11 | 1 9 | 1 9 | 22 | 2 6 | 2 5 |
| 12 | 1 9 | 1 9 | 23 | 2 6 | 2 6 |
| 13 | 1 10 | 1 9 | 24 | 2 6 | 2 6 |
| 14 | 1 11 | 1 9 | 25 | 2 6 | 2 6 |
| 15 | 2 0 | 1 9 | 26 | 2 6 | 2 6 |
| 16 | 2 1 | 1 10 | 27 and beyond, Class M rate. | | |

See page 83 for special rate for gravel, metal, metal screenings, and spalls supplied to City, Town, Borough, and Shire Councils.

SPECIAL CHEAP RATE FOR SINGLE PACKAGES OF COUNTRY PRODUCE AS UNDER.

Per Package not exceeding 60 lbs.—Prepaid—Owner's risk—

| Distance. | Fruit and Vegetables. | Older and Perry, Colonial Wine, Honey, Butter, Eggs, Cream, Cheese, Ham and Bacon, and Garden Produce. | |
|--------------------|-----------------------|--|-------|
| | | s. d. | s. d. |
| Up to 25 miles ... | 0 6 | 0 6 | |
| 26 " 50 " ... | 0 9 | 0 9 | |
| 51 " 101 " ... | 0 9 | 1 0 | |
| 102 " 150 " ... | 1 0 | 1 3 | |
| 151 " 200 " ... | 1 3 | 1 6 | |
| 201 " 250 " ... | 1 6 | 1 9 | |
| 251 " 300 " ... | 1 9 | 2 0 | |
| 301 " 400 " ... | 2 0 | 2 3 | |

Consignments may be forwarded by Goods or Mixed Trains between any stations open for goods traffic.

Should there be more than one package in a consignment, each package may be charged as above if cheaper than the Tariff rate.

Packages from stations on lines where "Local" rates are in force shall be charged the above rates for up journey traffic, but double rates shall be charged for packages from such lines to stations on other lines on the down journey.

Delivery in Melbourne and Suburbs.—Single packages, fully addressed, and consigned to the Melbourne Goods Sheds, will be delivered at any address in the undermentioned places on prepayment of an additional charge of 4d. per package:—

| | | | | |
|-------------|--------------|------------|-----------------|-----------------|
| Albert Park | Camberwell | Footscray | Middle Park | Richmond |
| Armadale | Caulfield | Glenferrie | Moonee Ponds | South Melbourne |
| Ascot Vale | Clifton Hill | Hawthorn | Newmarket | Spottiswoode |
| Auburn | Coburg | Kensington | Newport | St. Kilda |
| Balaclava | Collingwood | Kew | Northcote | Toorak |
| Brighton | Elsternwick | Malvern | North Melbourne | Williamstown |
| Brunswick | Essendon | Melbourne | Port Melbourne | Windsor |
| Carlton | Fitzroy | | Prahran | Yarraville |

CHARGES FOR THE CARRIAGE OF VEHICLES IN GOODS TRUCKS BY GOODS TRAINS.

ALL CARRIED AT OWNER'S RISK.

| Class of Vehicle. | Rate for each Vehicle. | | | Minimum Charges for each Vehicle. |
|---|------------------------|-------------------------|-------------------------|-----------------------------------|
| | 1-150 Miles. | 151-200 Miles. | Over 200 Miles. | |
| 1. Vehicles as under, weighing over 6 cwt. and not more than 16 cwt., on wheels or in pieces— | | | | £ s. d. |
| (a) Carriages, Motor Cars, Buggies, Gigs, Drays, and two-wheeled Street Scrapers, Street Sweepers, Sanitary Carts and Waggon, also similar vehicles | 4d. per mile | 3d. per mile additional | 2d. per mile additional | 0 12 6 |
| (b) Any two of above-named vehicles for one owner, on one four-wheeled truck | 7d. per mile | 5d. per mile additional | 3d. per mile additional | 1 0 0 |
| (c) Any three of above-named vehicles for one owner, on one four-wheeled truck | 9d. per mile | 6d. per mile additional | 4d. per mile additional | 1 0 0 |
| 2. Small vehicles, on wheels or in pieces, weighing not more than 6 cwt., if loaded with other goods and not requiring a separate truck | 3d. per mile | 2d. per mile additional | | 0 10 0 |
| 3. Any of above vehicles weighing over 16 cwt., also four-wheeled street Watering Carts, Bullock Drays, Dobbies, Heavy Waggon, Lorries, and Tram Cars, loaded on one four-wheeled truck | 6d. per mile | 5d. per mile additional | 4d. per mile additional | 0 15 0 |
| 4. Furniture Vans returned empty, after having been previously sent full by rail at class 2 rates | 3d. per mile | 3d. per mile additional | | 0 10 0 |
| 5. Contractors' Trucks, loaded on railway trucks | 6d. per mile | 6d. per mile additional | | 1 0 0 |

Carriages, Buggies, Gigs, Drays, Waggon, and similar vehicles, when unpainted and in the rough, if in pieces loose or in cases, shall be charged class 3 rates.

Small vehicles weighing not more than 6 cwt., when in pieces packed in cases, will be charged class 3 rates, subject to a minimum charge as for 5 cwt.

COMPUTATION OF WEIGHT OF GOODS.

See General Conditions, Numbers 11 and 31.

1. Except otherwise provided, all goods shall be carefully weighed on shed or platform scales or on cart or truck weighbridges in order to determine the correct weight on which to base the freight charges.

2. The weight of the descriptions of goods enumerated hereunder shall, where possible, be obtained by weighing, either on cart or truck weighbridges at the forwarding or destination station, or on truck weighbridges *en route*, viz. :—

| | | | |
|----------|--------------|---------------|------------------|
| Asphalt | Clay | Horns | Skins |
| Bark | Coal | Kaolin | Softwood Timber |
| Barley | Coke | Lime, n.o.s. | Stable Manure |
| Bones | Coring | Oats | Stone Slabs |
| Bottles | Flagging | Old Machinery | Straw, Pressed |
| Chaff | Hay, Pressed | Old Metals | Street Sweepings |
| Charcoal | Hides | Ores | Tar |
| Chicory | Hoofs | Paving Blocks | Wheat Screenings |

3. When the following descriptions of goods cannot be weighed on truck or cart weighbridges at the forwarding or destination station, the weight thereof may be computed on the basis specified hereunder in each case—

| | |
|--|---|
| Maize, 9½ Ordinary 4 Bushel Bags to the ton. | Lime, ex Lilydale, 12½ bags to the ton. |
| Peas, 9 " " " " " | Lime, ex Moriac, 16 bags to the ton. |
| Rye, 9 " " " " " | Piles and logs, Blackwood (rough or squared), 30 cubic feet to the ton. |
| Potatoes, 12 " " " " " | Piles, logs, and poles (rough) other than Blackwood, 25 cubic feet to the ton. |
| " 13 " " " " " | Piles, beams, logs, and poles (sawn, hewn, or squared), 30 cubic feet to the ton. |
| Onions, 13 " " " " " | Plums, 40 cases to the ton. |
| Apples for export packed in standard size cases of following measurements :—19in. x 14½in. x 9½in., 45 cases to the ton. | Rabbits (22 pairs), 1cwt. 1qr. per crate. |
| Apricots, Peaches, Pears, Lemons, and Oranges, in cases 28in. x 14½in. x 6½in., 45 cases to the ton. | Sand, 25 cubic feet to the ton. |
| Ashes, 44 cubic feet to the ton. | Shale, 13½ " " " " |
| Barbed Wire, 1cwt. 0q. 4lbs. per spool. | Sugar, 70 lbs. per bag, 32 bags to the ton. |
| Beer in bulk.— | Woolpacks, 5cwt. 1qr. 7lbs. per bale. |
| Gallons. | |
| 54 ... 5 3 14 | |
| 36 ... 3 3 21 | |
| 27 ... 3 0 0 | |
| 18 ... 2 0 7 | |
| 9 ... 1 0 14 | |
| Bricks, 9 x 4½ x 3, 3½ tons per 1,000. | |
| Butter (export boxes), 67 lbs. per box. | |
| Cement, 3cwt. 2qrs. 7lbs. per cask. | |
| Empty Butter Boxes (new), 9 cwt. per 100. | |
| Gravel, 22 cubic feet to the ton. | |
| Gypsum, 40 " " " | |
| Honey, 63 lbs. per kerosene tin. | |
| Imported Ale and Stout, 1cwt. 3qrs. 14lbs. per case. | |
| Kerosene Oil, 3 qrs. per case. | |
| Lime, ex Bacchus Marsh, 15 bags to the ton. | |

4. Victorian timber of all descriptions (other than piles and logs), and firewood, will not be weighed, but will be carried at the weights specified in the loading scale, page 63, or the classification, page 39.

5. The freight charges in respect of every truck-load of wheat shall be computed and collected on the basis of nine (9) standard bags to the ton (the standard bag measuring forty-four (44) inches long by twenty-six and a half (26½) inches wide), except that in the case of wheat in truck-loads consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, the actual weight of the wheat, and of the bags containing the same, as ascertained by the sworn weighers, shall, if less than the weight computed on the basis of nine (9) standard bags to the ton, be the weight for the purpose of determining the freight charges, and the necessary adjustment shall be made by the aforesaid stations.

In respect of all other grain (that is—oats, barley, rye, and maize), when the actual weight of the grain, and of the bags containing the same, is not obtainable at the forwarding station, the estimated weights, as given in clause 3 above, shall be used, and the freight charges computed accordingly, subject to adjustment based on the actual weight as may be subsequently ascertained on the Departmental weighbridges. When consigned for delivery at Williamstown, Williamstown Pier, Geelong, Geelong Pier, Port Melbourne, Port Melbourne Pier, and the Victoria Dock at Melbourne, the weight of such other grain, and of the bags containing the same, as ascertained by the sworn weighers, shall be the basis for determining the freight charges thereon, irrespective of the weight which may have been previously arrived at by any other means.

6. When the forwarding station is unable to ascertain the correct weight of any goods (other than those specified in clauses 3, 4, and 5), the weight must be approximated in the best manner possible; but, in respect of goods shown in the classification or conditions of carriage, as being carried at a minimum weight per truck, not less than such minimum weight must be entered on the waybill. In every case the waybill must be indorsed as follows:—

"Weight obtained on scales," or "weight obtained on cart or truck weighbridge," or "estimated weight," or "approximated weight,"—as the case may be.

LOADING SCALE FOR FIREWOOD AND TIMBER, N.O.S.

| Class of Timber. | Class of Truck. | Loaded as Under. | Tonnage to be Charged. | |
|--|---------------------------------|--|-------------------------------|------------------------|
| 1. Firewood—Redgum and Box | H trucks, small .. | To height of 2' 9" .. | Tons. 5 | |
| " " " | " large .. | " 2' 9" .. | 6 | |
| " " " | Cattle trucks, small .. | " 2' 9" from battens .. | 6 | |
| " " " | " large .. | " 2' 6" from battens .. | 6 | |
| " " " | Mediums, 14' 8½" x 7' 8½" | Water level .. | 5 | |
| " " " | * " 8 tons capacity | To height of 3' 9" .. | 7 | |
| " " " | " " " " | To water level .. | 6 | |
| " " " | * " 10, and 12 tons capacity | To height of 5 feet .. | 9 | |
| " " " | " " " " | Water level .. | 6 | |
| " " " | * " 8, 10, and 12 tons capacity | Water level, with portion 7' 6" x 2' 6" upright .. | 6 | |
| " " " | " 15 tons capacity | Water level .. | 10 | |
| " " " | No. 1186 .. | " .. | 8 | |
| " " " | QR Medium Bogies .. | " .. | 13 | |
| " " " | " " " " | To height of 5 feet .. | 19 | |
| " " " | R Medium Bogies .. | Water level .. | 11 | |
| " " " | * " " " " | To height of 4 feet .. | 14½ | |
| " " " | S Box Bogies .. | " 3' 6" .. | 12 | |
| " " " | Hopper trucks, large .. | Water level .. | 6½ | |
| " " " | " " small .. | " .. | 5½ | |
| 2. (a) Firewood—All other classes, also rough hardwood staves, felloes, spokes, naves, paving blocks, stocks, and vinestakes; (b) Mallee roots | H trucks, small .. | To height of 2' 9" .. | A. Fire-wood Staves, &c. 5 | B. Mallee Roots. 3½ |
| " " " | " large .. | " 2' 9" .. | 6 | 4 |
| " " " | Cattle trucks, small .. | " 2' 9" from battens .. | 6 | 4 |
| " " " | " large .. | " 2' 6" from battens .. | 6 | 4 |
| " " " | Mediums, 14' 8½" x 7' 8½" | Water level .. | 5 | 3½ |
| " " " | * " 8 tons capacity | To height of 3' 9" .. | 7 | — |
| " " " | " " " " | Water level .. | 6 | 4 |
| " " " | * " 10 and 12 tons capacity | To height of 5 feet .. | 9 | — |
| " " " | " " " " | Water level .. | 6 | 4 |
| " " " | * " 8, 10, and 12 tons capacity | Water level with portion 7' 6" x 2' 6" upright .. | 6 | — |
| " " " | " 15 tons capacity | Water level .. | 10 | 6½ |
| " " " | No. 1186 .. | " .. | 8 | 5½ |
| " " " | QR Medium Bogies .. | " .. | 12 | 8 |
| " " " | * " " " " | To height of 5 feet .. | 19 | — |
| " " " | R Medium Bogies .. | Water level .. | 11 | 7½ |
| " " " | * " " " " | To height of 4 feet .. | 14½ | — |
| " " " | S Box Bogies .. | To height of 3' 9" .. | 12 | 8 |
| " " " | Hopper trucks, large .. | Water level .. | 6 | 4 |
| " " " | " " small .. | " .. | 5 | 3½ |

* Long firewood only.

LOADING SCALE FOR FIREWOOD AND TIMBER—continued.

| Class of Timber. | Class of Truck. | Loaded as under. | Tonnage to be Charged. |
|--|--------------------------------------|---|------------------------|
| 3. Mining laths and black-wood billets | Mediums, 8, 10, and 12 tons capacity | Water level, with least possible number standing up | Tons. 6½ |
| " " " | " 15 tons capacity | Water level | 11 |
| " " " | Bogie trucks | " " " " | 13 |
| Palings | Mediums, 8, 10, and 12 tons capacity | Water level, with least possible number standing up | 7 |
| " " " | " 15 tons capacity | " " " " | 12 |
| " " " | Bogie trucks | " " " " | 14 |
| Mining props, mining slabs, battens, shingles, and pickets | Mediums, 8, 10, and 12 tons capacity | Water level | 7 |
| " " " | " 15 tons capacity | " " " " | 12 |
| " " " | Bogie trucks | " " " " | 14 |

No margin is allowed in respect of any of the foregoing measurements.

Where the prescribed measurements are exceeded the excess quantity must either be removed by or at the cost of the consignor, or, at the option of the Commissioners, it may be forwarded and charged *pro rata*.

POSTS AND RAILS.

| | Mediums—8, 10, or 12 tons capacity. Maximum No. to be charged as 6 tons. | 15 tons Capacity. Maximum No. to be charged as 10 tons. | Bogie Trucks. Maximum No. to be charged as 12 tons. |
|---|--|---|---|
| POSTS— | | | |
| SIZES—6 feet 6 inches, by 7 inches, by 3 inches .. | 225 | 381 | 450 |
| 6 feet 6 inches, by 7½ inches, by 3½ inches .. | 180 | 305 | 360 |
| 6 feet 6 inches, by 8 inches, by 4 inches .. | 150 | 254 | 300 |
| RAILS— | | | |
| SIZES—9 feet, by 7 inches, by 2½ inches to 1½ inches .. | 240 | 406 | 480 |
| 9 feet, by 9 inches, by 3 inches to 1½ inches .. | 150 | 254 | 300 |

If any excess number of posts or rails be loaded in a truck, a *pro rata* excess charge shall be made. The above are the standard sizes. If posts or rails of greater or lesser measurement be carried, a *pro rata* increase or decrease of the number per truck shall be allowed.

LOCAL RATES.

(See pages 141 and 142).

Except as provided hereunder, Local Rates shall be charged on the following lines of railway, and all traffic on such lines shall be carried entirely at the risk of the owners, viz. :—

Colac and Beech Forest.
Heidelberg and Eltham.
Nattimuk and Goroke.
Upper Fern Tree Gully and Gembrook.
Wangaratta and Whitfield.

The following descriptions of traffic shall be exempt from the operation of local rates, and shall be charged the continuous mileage as though such traffic were carried on an ordinary line of railway, and the charges shall be credited to the old and new lines in proportion to the respective mileages, viz. :—

- (A) Fencing posts, palings, poles (telegraph and scaffolding), fencing rails, pickets, staves (hardwood), logs, firewood, piles, mining laths, props, and slabs, sawn hardwood, and all other locally grown Timber.
- (B) Consignments subject to the Tariff for "Smalls" and packages at the special cheap rate, carried on the Up journey only.

Attention is called to section 77 of Act 1288 repeated hereunder :—

(1) When any newly constructed line of railway is opened for traffic the amount of fares for passengers and rates for live stock, goods, and merchandise carried thereon shall, in all cases, be calculated as though such line of railway were detached and separate from other lines of

railway, and, so far as such line of railway is concerned, no reduction shall be made in the fares and rates chargeable in respect of passengers, live stock, goods, or merchandise carried over such railway by reason of their being carried over other railways vested in the Victorian Railways Commissioner.

(2) Whenever it appears that the traffic receipts from any such new line of railway have paid for the cost of working such line from the date of the opening of the same for traffic, and have also paid full interest at the rate of Four pounds per centum per annum on cost of construction, and of rolling stock, and on the sum (if any) paid by the constructing authority as purchase money or compensation, then, if it appears from any report of the Victorian Railways Commissioner that the traffic receipts on such new line are likely to continue in the future to pay such interest and such cost of working, the Governor in Council may direct that the provisions of sub-section (1) of this section shall cease to apply to such line of railway.

CHARGES FOR TRANSFER OF GOODS TO AND FROM NARROW GAUGE LINES.

| | Colac. | Upper Ferntree Gully. | Wangaratta. |
|----------------------------------|--------------|-----------------------|--------------|
| Firewood | 6d. per ton. | 6d. per ton. | 6d. per ton. |
| Swan and other hardwood timber | 6d. " | 6d. " | 6d. " |
| Grain and other produce, in bags | 6d. " | 6d. " | 6d. " |
| Goods not otherwise specified | 6d. " | 6d. " | 6d. " |
| Live stock | 1s. 6d. " | 2s. per truck. | |

Small consignments of goods shall, in all cases, be subject to a minimum of one penny each.

LOADING AND UNLOADING CHARGES.

Supplementary to Condition 30, page 15.

1. MELBOURNE—

- (A) Full truck loads, for one consignee, of ashes, bark, bones, clay, coal, loose or in bags, coke, gravel, hay, hides, horns, lime, old metal, scrap iron, skins, straw and tallow may be loaded and unloaded by the owners; if done by the Commissioners, a charge of 6d. per ton for each service will be made.
- (B) No charge will be made for loading or unloading kerosene, other than in 8 ton truck loads, sugar, rice, beer in bulk, galvanized iron, wool, milk and cream at package rates, single packages at special cheap rates, consignments subject to the Tariff for "Smalls" and empties at a fixed rate per package.
- (C) All goods, other than those specified in Clauses A and B, will be loaded and unloaded by the Commissioners, and a charge of 6d. per ton for each service will be made in respect of goods carried at rates less than Class 1.

2. PORT MELBOURNE PIER, WILLIAMSTOWN PIER, VICTORIA DOCK, GEE LONG, BALLARAT, BALLARAT EAST, BENDIGO, AND ECHUCA.

The Commissioners reserve the right to load and unload all goods at these stations, and when the work is performed by the Commissioners a charge of 6d. per ton for each service will be made in respect of all goods which should be loaded and unloaded by or at the cost of the owners.

At Ballarat the loading and unloading of goods in Class C sent from Melbourne and Geelong to Ballarat, and *vice versa*, will be performed by the Commissioners without charge.

3. ARDEN STREET—

Consignees are permitted to unload firewood up to 3 p.m. daily; trucks which are not cleared by 3 p.m. daily will be unloaded by the Commissioners at the following scale of charges:—

| Firewood— | s. | d. |
|--|----|----|
| Each 8, 10, or 12-ton medium truck, loaded to water level | 1 | 6 |
| " 15-ton truck, loaded to water level | 2 | 6 |
| " bogie " " " " " | 3 | 0 |
| Palings, each 8, 10, or 12-ton medium truck | 1 | 6 |
| " " 15-ton truck | 2 | 6 |
| " " bogie truck | 3 | 0 |
| Piles, Logs, Sawn and other Timber, each 8, 10, or 12-ton medium truck | 2 | 0 |
| " " " " " " " " " " " " | 3 | 0 |
| Piles, Logs, Sawn and other Timber, each 15-ton truck | 3 | 0 |
| " " " " " " " " " " " " | 4 | 0 |

4. TOORAK AND MALVERN—

Firewood and timber will be unloaded by the Commissioners at the following scale of charges :—

Firewood—

| | | |
|---|-----|-----|
| Each 8, 10, or 12-ton medium truck, loaded to water level | 1 | 3 |
| " 15-ton truck, loaded to water level | ... | 2 0 |
| " bogie " " " " | ... | 2 6 |
| Palings, each 8, 10, or 12-ton medium truck | ... | 1 6 |
| " 15-ton truck | ... | 2 6 |
| " bogie truck | ... | 3 0 |
| Sawn and other Timber, each 8, 10, or 12-ton medium truck | ... | 2 0 |
| " 15-ton truck | ... | 3 0 |
| " bogie " " | ... | 4 0 |

STORAGE CHARGES.

Supplementary to Condition 32, page 16.

MELBOURNE—

1. All goods unloaded into the Melbourne Goods Sheds during the months from April to December, both inclusive, will, if it can be conveniently arranged, be allowed free storage for three working days. During the months of January, February, and March, and at other times when it is not convenient to allow free storage for three working days, all goods in Classes 1, 2, and 3 must be removed within two working days after arrival, and all other goods must be removed within twelve working hours after arrival.
2. If any goods be not removed within the prescribed time, storage charges will thereafter be imposed as follows until the goods are removed from the railway premises :—
During the months of January, February, and March, 1s. per ton for the first day, 9d. per ton for the second day, and 6d. per ton for each succeeding day.
During the months from April to December, both inclusive, 6d. per ton per week.
Part of a ton to be charged as a ton.
3. If it be inconvenient to store the goods in the sheds of the Commissioners, such goods may be removed for storage in an authorized warehouse, and charged such rates as may be in force.
4. For Storage on Imports see page 110.

WILLIAMSTOWN PIER.—See page 110.

CONTRACTORS' PLANT.—The charges for the storage of contractors' engines and trucks shall be 1s. and 6d. respectively each per month.

DISTRICT RATES.

GENERAL INSTRUCTION GOVERNING THE APPLICATION OF DISTRICT RATES.

1. When District rates are charged between any Station and Melbourne the application of such rates, in respect of Suburban Stations within 12 miles of Melbourne, shall, except otherwise specified, be as follows:—

- (A) If the Suburban Station be of equal or less distance than Melbourne the same rates shall be charged as between Melbourne and such other station if less than the Mileage rates.
 - (B) If the Suburban Station be of greater distance than Melbourne, the rates as between Melbourne and such other station shall be charged, plus the difference between the Mileage rates between Melbourne and such other station, and the Mileage rates between the Suburban Station and such other station, if the combined rates be less than the Mileage rates for the whole distance.
2. In all cases where District rates are in operation the rates between any two stations shall, except otherwise specified, be based upon the sum of the combined District rates, or the combined District and Mileage rates (computed as for a fresh journey), if less than the Mileage rates for the whole distance.
3. Unless otherwise expressly provided, the Mileage rates shall apply. The Mileage rates shall also be charged in all cases for live stock and explosives.

1.—SOUTH WESTERN DISTRICT.

(A) MELBOURNE AND GEELONG LINE, AT PER TON.

| | Class M.* | Class A.P.* | S.A.P. Rate.* | Class A.* | Class B.* | Class C.* | Class 1. | Class 2. | Class 3. |
|------------------------|--------------|----------------|------------------|--------------|--------------|--------------|-------------|-------------|-------------|
| Between Melbourne and— | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Laverton | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 0 | 5 0 | 6 8 | 8 6 |
| Werribee | 2 6 | 2 9 | 3 4 | 3 11 | 5 0 | 6 8 | 7 2 | 9 5 | 12 1 |
| Little River | 2 9 | 3 6 | 4 2 | 5 6 | 6 8 | 9 5 | 11 0 | 12 0 | 14 6 |
| Lara | 3 3 | 4 3 | 5 1 | 6 1 | 7 9 | 8 10 | 8 10 | 9 6 | 11 0 |
| North Geelong | 3 9 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 7 6 | 10 0 |
| Geelong | 3 11 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 7 6 | 10 0 |
| Between Geelong and— | | | | | | | | | |
| North Geelong | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| Lara | 2 6 | 2 6 | 3 0 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| Little River | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 6 | 6 1 | 7 2 | 9 8 |
| Werribee | 2 6 | 3 3 | 3 11 | 5 0 | 6 1 | 8 3 | 9 5 | 12 2 | 15 9 |
| Laverton | 2 11 | 3 9 | 4 6 | 5 6 | 7 2 | 9 11 | 10 0 | 14 2 | 18 6 |
| Melbourne | 3 11 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 7 6 | 10 0 |

*Not including loading and unloading.

Through consignments for stations between Geelong and Ballarat, and for stations on the Port Fairy line and its branches, passing over the line between Melbourne and Geelong to have the benefit of these rates for that portion of the journey when they are cheaper than the ordinary mileage rates.

For truck loads of mixed consignments, see General Condition, No. 19.

DISTRICT RATES—continued.

(B) BETWEEN MELBOURNE AND COLAC AND BEEAC, ALSO
BETWEEN GEELONG AND COLAC AND BEEAC, AT PER TON.

| | Between Melbourne and— | | Between Geelong and— | |
|--|------------------------|-----------|----------------------|-----------|
| | Colac. | Beeac. | Colac. | Beeac. |
| | s. d. | s. d. | s. d. | s. d. |
| Beer, bottled; Wines and Spirits, in bulk and bottled, Groceries, as per list hereunder† | 18 5 ... | 18 5 ... | 15 5 ... | 15 5 ... |
| Class A* ... | 11 3 ... | 11 10 ... | 8 3 ... | 8 10 ... |
| Class B* ... | 13 6 ... | 14 7 ... | 10 6 ... | 11 7 ... |
| Class C, * goods not specified above | 18 5 ... | 19 6 ... | 15 5 ... | 16 6 ... |
| Class 1 " " " " | 21 9 ... | 23 5 ... | 18 9 ... | 20 5 ... |
| Class 2 " " " " | 26 8 ... | 28 11 ... | 23 8 ... | 25 11 ... |
| Class 3 " " " " | 33 10 ... | 35 0 ... | 30 10 ... | 32 0 ... |

*Not including loading and unloading.

Through consignments passing over the line between Melbourne and Geelong and Colac to have the benefit of these rates for that portion of the journey when they are cheaper than the ordinary mileage rates. These will also be the maximum rates for any consignments forwarded to or from or between intermediate stations.

For truck loads of mixed consignments, see General Condition, No. 19.

†Groceries, viz.:—Acetic acid, almonds, apples (dried), arrowroot, baking powder, pearl barley, bicarbonate of soda, black lead, blacking, blue, candied peel, castor oil, and salad oil (bottled), chicory, chocolate, citrus health-saline powder, cinnamon, cocoa, coffee, coffee essence, cream of tartar, culinary essences, currants, dates, Epsom salts (in packets), figs, ling fish, tinned fish, dried fruits, fluid magnesia, groats, Hudson's extract of soap, jams and jellies, ginger, preserved ginger, liquorice, malt extract, matches, mustard, nuts, paper, peanuts, pepper, pickles, prunes preserves, preserved meat, raisins, sago, sauces, Seidlitz powders, soap (fancy), split peas, starch, tapioca, tea, tobacco, and vinegar.

DISTRICT RATES—continued.

C) BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS IN
THE WESTERN DISTRICT—AT PER TON.

| Between Mel- bourne and— | Class A.* | Class B.* | Class C.* | Class 1. | Class 2. | Class 3. | Bar, Galvanized, and Sheet Iron, Fencing Wire, Wire Netting, Kerosene, Soft- wood, and Sugar. Min. 2 tons. |
|-----------------------------|--------------|--------------|--------------|-------------|-------------|-------------|---|
| Camperdown | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Boorcan | | | | | | | |
| Terang | | | | | | | |
| Garvoc | | | | | | | |
| Panmure | | | | | | | |
| Cudgee | | | | | | | |
| Allansford | | | | | | | |
| Warrnambool | | | | | | | |
| Dennington | | | | | | | |
| Illowa | | | | | | | |
| Koroit | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 | — |
| Crossley | | | | | | | |
| Kirkstall | | | | | | | |
| Moyne | | | | | | | |
| Rosebrook | | | | | | | |
| Port Fairy | | | | | | | |
| Naroghid | | | | | | | |
| Cobden | | | | | | | |
| Glenfyne | | | | | | | |
| Timboon | | | | | | | |
| Mortlake | | | | | | | |
| Warrong | | | | | | | |
| Woolsthorpe | | | | | | | |
| Hawkesdale | | | | | | | |
| Minhamite | | | | | | | |
| Purdeet | | | | | | | |
| Penshurst | | | | | | | |
| Croxton East | | | | | | | |
| Vatchaw | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 | |
| Hamilton | | | | | | | |
| Branxholme | | | | | | | |
| Condah | | | | | | | |
| Myamyn | | | | | | | 26 2 |
| Milltown | | | | | | | |
| Heywood | | | | | | | |
| Portland | | | | | | | |
| Wannon | | | | | | | |
| Gritjurk | | | | | | | |
| Coleraine | | | | | | | |
| Grassdale | 22 2 | 25 5 | 31 2 | 37 6 | 40 0 | 42 6 | |
| Merino | | | | | | | |
| Henty | | | | | | | |
| Sandford | | | | | | | |
| Casterton | | | | | | | |

*Not including loading and unloading.

The above rates shall be the maximum rates for traffic between any intermediate stations on the route *via* Camperdown.

BETWEEN GEELONG AND THE ABOVE-MENTIONED STATIONS.

The above rates, less 3s. per ton, shall be charged between Geelong and the stations specified, if less than the Mileage rates; and these rates shall be the maximum rates for traffic between any intermediate stations on the route *via* Camperdown.

DISTRICT RATES—continued.

(D) GEELONG AND STATIONS BEYOND MELBOURNE.

Goods in classes A, B, C, 1, 2, and 3, forwarded between Geelong and Stations beyond Melbourne shall be charged the mileage rates unless it be cheaper to charge—

- (a) The tariff rates between Geelong and Melbourne, plus the tariff rates between Melbourne and stations beyond, or
- (b) 3s. per ton between Geelong and Melbourne, plus the tariff rates between Melbourne and stations beyond, provided that this clause shall be operative only for stations 50 miles beyond Melbourne.

(E) BETWEEN WARRNAMBOOL, PORT FAIRY, PORTLAND, AND THE UNDERMENTIONED STATIONS—AT PER TON.

| And— | Between Port Fairy Station or Wharf, Warrnambool Station or Pier | | | | Between Portland Station or Pier | | | |
|------------------|---|-------|-------|-------|-------------------------------------|-------|-------|-------|
| | C.* | 1. | 2. | 3. | C.* | 1. | 2. | 3. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Penshurst ... | 13 0 | 13 0 | 13 0 | 17 6 | ... | ... | ... | ... |
| Crofton East ... | 15 0 | 15 0 | 15 0 | 20 0 | ... | ... | ... | ... |
| Yatchaw ... | 15 0 | 15 0 | 15 0 | 20 0 | ... | ... | ... | ... |
| Hamilton ... | 15 0 | 15 0 | 15 0 | 20 0 | 13 0 | 13 0 | 13 0 | 17 6 |
| Montajup ... | 19 5 | 20 0 | 21 1 | 27 10 | 17 5 | 18 0 | 19 1 | 25 4 |
| Dunkeld ... | 21 8 | 22 2 | 23 10 | 31 6 | 19 8 | 20 2 | 21 10 | 29 0 |
| Wannon ... | 19 5 | 20 0 | 21 1 | 27 10 | 17 5 | 18 0 | 19 1 | 25 4 |
| Gritjurk ... | 21 8 | 22 2 | 23 10 | 31 6 | 19 8 | 20 2 | 21 10 | 29 0 |
| Coleraine ... | 22 9 | 23 10 | 26 0 | 34 6 | 20 9 | 21 10 | 24 0 | 32 0 |
| Grassdale ... | ... | ... | ... | ... | 13 0 | 13 0 | 13 0 | 17 6 |
| Merino ... | ... | ... | ... | ... | 14 1 | 14 1 | 14 8 | 19 3 |
| Henty ... | ... | ... | ... | ... | 15 2 | 15 9 | 16 11 | 22 4 |
| Sandford ... | ... | ... | ... | ... | 16 10 | 17 11 | 19 8 | 25 11 |
| Casterton ... | ... | ... | ... | ... | 17 11 | 19 1 | 20 9 | 27 9 |

*Not including loading and unloading.

These rates shall be the maximum rates for traffic between any intermediate stations.

DISTRICT RATES—continued.

2.—NORTH-WESTERN DISTRICT.

(A) BETWEEN MELBOURNE AND BALLARAT, AND GEELONG AND BALLARAT—
AT PER TON.

| | Between Melbourne and Ballarat. | | Between Geelong and Ballarat. |
|---|------------------------------------|-----|----------------------------------|
| | s. d. | | s. d. |
| Beer, bottled: wines and spirits, in bulk and bottled | 22 6 per ton | ... | 19 6 per ton |
| Groceries, as per list hereunder† | ... | ... | ... |
| Sugar, in truck loads of 5 tons | 18 6 " | ... | 15 6 " |
| Class A* | 11 7 " | ... | 8 10 " |
| Class B* | 14 11 " | ... | 11 0 " |
| Class C, goods not specified above | 19 6 " | ... | 16 6 " |
| Class 1 | 22 6 " | ... | 19 6 " |
| Class 2 | 28 4 " | ... | 25 4 " |
| Class 3 | 36 3 " | ... | 33 3 " |

Through consignments passing over the line between Melbourne and Geelong and Ballarat to have the benefit of these rates for that portion of the journey when they are cheaper than the ordinary mileage rates. These will also be the maximum rates for any consignments forwarded to or from or between intermediate stations.

For truck loads of mixed consignments, see General Condition, No. 19.

† Groceries, viz.:—Acetic Acid, Almonds, Apples (dried), Arrowroot, Baking Powder, Pearl-Barley, Bicarbonate of Soda, Black Lead, Blacking, Blue, Candied Peel, Castor Oil and Salad Oil (bottled), Chicory, Chocolate, Citrus Health-Saline Powder, Cloves, Cocoa, Coffee, Coffee Essence, Cream of Tartar, Culinary Essences, Currants, Dates, Epsom Salts (in packets), Figs, Ling Fish, Tinned Fish, Dried Fruits, Fluid Magnesia, Hudson's Extract of Soap, Jams and Jellies, Ginger, Preserved Ginger, Grouse, Liquorice, Malt Extract, Matches, Mustard, Nuts, Paper, Peanuts, Pepper, Pickles, Prunes, Preserves, Preserved Meat, Raisins, Sago, Sauces, Selditz Powders, Soap (fancy), Split Peas, Starch, Tapioca, Tea, Tobacco, and Vinegar.

* Not including loading and unloading.

(B) BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS IN THE
NORTH-WESTERN DISTRICT—AT PER TON.

| Between Melbourne and— | Class C.* | Class 1. | Class 2. | Class 3. |
|------------------------|-----------|----------|----------|----------|
| | s. d. | s. d. | s. d. | s. d. |
| Horsham | 53 10 | 69 8 | 87 9 | 114 10 |
| Pimpinio | 56 8 | 73 5 | 93 9 | 116 0 |
| Wail | 57 9 | 75 1 | 95 11 | 116 0 |
| Dimboola | 57 8 | 72 0 | 90 0 | 110 0 |
| Gerang | 57 0 | 69 0 | 87 6 | 106 0 |
| Kiata | 55 6 | 67 0 | 84 1 | 104 0 |
| Salisbury | 55 0 | 66 11 | 87 1 | 102 0 |
| Nhill | 53 0 | 68 10 | 89 0 | 105 1 |
| Tarranginnie | 51 0 | 72 2 | 93 2 | 111 5 |
| Diapur | 51 3 | 73 10 | 95 10 | 114 2 |
| Miram | 52 9 | 77 2 | 99 9 | 120 6 |
| Kaniva | 54 1 | 79 6 | 103 0 | 125 4 |
| Lillimur | 55 6 | 81 5 | 106 0 | 130 1 |
| Serviceton | 58 2 | 84 10 | 110 5 | 137 3 |
| Antwerp | 60 8 | 78 6 | 95 6 | 117 3 |
| Tarranyurk | 61 9 | 80 1 | 98 3 | 120 11 |
| Jeparit | 62 7 | 81 9 | 100 6 | 123 11 |
| Ellam | 63 2 | 83 1 | 103 9 | 128 2 |
| Pullut | 63 7 | 85 9 | 106 0 | 131 2 |
| Rainbow | 64 4 | 88 0 | 109 3 | 135 5 |
| Goroke | 66 9 | 85 0 | 108 6 | 141 9 |

* Not including loading and unloading.

The above rates shall be the respective rates between the stations specified and intermediate stations on the direct line from Melbourne *via* either Geelong or Bacchus Marsh, if less than the tariff rates for the whole distance.

DISTRICT RATES—*continued*.

3.—NORTHERN DISTRICT.

(A) BETWEEN MELBOURNE AND DAYLESFORD, CASTLEMAINE, BENDIGO, AND EAGLEHAWK—AT PER TON.

| | Between Melbourne and Daylesford. | Between Melbourne and Castlemaine. | Between Melbourne and Bendigo. | Between Melbourne and Eaglehawk. |
|--|-----------------------------------|------------------------------------|--------------------------------|----------------------------------|
| Beer, bottled; Wines and Spirits, in bulk and bottled .. | 35/- | 35/- | 40/- | 42/- |
| Groceries, as per list hereunder † | .. | .. | 36/- | 38/- |
| Goods in Class 1 .. | .. | .. | .. | .. |

Other through consignments passing over the line between Melbourne, Daylesford, Castlemaine, Bendigo, or Eaglehawk to have the benefit of these rates for that portion of the journey when they are cheaper than the ordinary mileage rates. These will also be the maximum rates for any consignments forwarded to or from or between intermediate stations.

For truck loads of mixed consignments, see General Condition, No. 19.

†Groceries, viz., acetic acid, almonds, apples (dried), arrowroot, baking powder, pearl barley, bicarbonate of soda, black lead, blacking, blue, candied peel, castor oil and salad oil (bottled), chicory, chocolate, citrus health saline powder, cinnamon, cocoa, coffee, coffee essence, cream of tartar, culinary essences, currants, dates, Epsom salts (in packets), figs, ling fish, tinned fish, dried fruits, fluid magnesia, groats, Hudson's extract of soap, jams and jellies, ginger, preserved ginger, liquorice, malt extract, matches, mustard, nuts, paper, peanuts, pepper, pickles, prunes, preserves, preserved meat, raisins, sago, sauces, seidlitz powders, soap (fancy), split peas, starch, tapioca, tea, tobacco, and vinegar.

(B) BETWEEN MELBOURNE AND THE FOLLOWING STATIONS ON THE MILDURA LINE—AT PER TON.

| Between Melbourne and— | Class B.* | Class C.* | Class 1. | Class 2. | Class 3. | Sugar, Min., 5 tons. | Kerosene, Fencing Wire,* and Wire Netting.* Min., 2 tons. |
|------------------------|-----------|-----------|----------|----------|----------|----------------------|---|
| Gama .. | .. | .. | .. | .. | 138/6 | .. | .. |
| Ouyen .. | .. | .. | 82/- | 97/6 | 117/6 | .. | .. |
| Hattah .. | .. | .. | 74/- | 87/6 | 104/6 | .. | .. |
| Irymple .. | 43/6 | 52/6 | 57/6 | 67/- | 78/- | 37/- | 43/6 |
| Mildura .. | 43/6 | 52/6 | 57/6 | 67/- | 78/- | 37/- | 43/6 |

(1) The above rates shall be the rates between stations on the direct line from Melbourne, on either the Ballarat or Castlemaine route, and Gama, Ouyen, Hattah, Irymple, and Mildura respectively, if less than the mileage rates.

(2) For traffic between other stations, and Gama, Ouyen, Hattah, Irymple, and Mildura respectively, the mileage rates shall apply, unless it be cheaper to charge the rates from such other stations to the junction station with the Mildura line, on either the Ballarat or Castlemaine route, added to the rates from such junction station to Gama, Ouyen, Hattah, Irymple, or Mildura, as the case may be.

*Not including loading and unloading.

DISTRICT RATES—continued.

4.—EASTERN DISTRICT.

(A) BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS ON THE EASTERN AND SOUTH-EASTERN LINES—AT PER TON.

| or from— | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|--------------------------------|----------|----------|----------|----------|----------|----------|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Morwell | 13 3 | 17 8 | 25 11 | 32 6 | 40 0 | 40 0 |
| Traralgon | | | | | | |
| Loy Yang | | | | | | |
| Flynn's Creek | | | | | | |
| Rosedale | | | | | | |
| Fulham | 14 4 | | | | | |
| Sale | | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| Stratford | | | | | | |
| Munro | | | | | | |
| Fern Bank | | | | | | |
| Lindenow | | | | | | |
| Hillside | 14 5 | | | | | |
| Bairnsdale | 14 7 | | | | | |
| Buln Buln | 10 6 | 13 3 | 19 10 | 24 9 | 30 10 | 40 0 |
| Bravington | 10 6 | 13 9 | 19 10 | 24 9 | 31 5 | 40 0 |
| Crossover | 11 0 | 14 4 | 20 11 | 26 5 | 33 0 | 40 0 |
| Neerim South | 11 7 | 14 11 | 22 0 | 27 6 | 34 8 | 40 0 |
| Coalville | 13 3 | 17 1 | 24 9 | 31 5 | 39 8 | 40 0 |
| Narracan | 13 3 | 17 1 | 25 4 | 32 6 | 40 0 | 40 0 |
| Thorpdale | 13 9 | 18 2 | 26 5 | 33 7 | 40 0 | 40 0 |
| Hazelwood | 13 9 | 18 2 | 27 0 | 34 2 | 40 0 | 40 0 |
| Yinnar | 14 4 | 18 9 | 27 6 | 35 3 | 40 0 | 40 0 |
| Boolarra | | | | | | |
| Darlimurla | | | | | | |
| North Mirboo | | | | | | |
| Glengarry | | | | | | |
| Toongabie | | | | | | |
| Cowwarr | | | | | | |
| Dawson | | | | | | |
| Heyfield | | | | | | |
| Tinamba | | | | | | |
| Maifra | | | | | | |
| Boisdale | | | | | | |
| Bushy Park (Avon River) | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| Briagolong | | | | | | |
| Boys | | | | | | |
| Fish Creek | | | | | | |
| Hoddle Range | | | | | | |
| Foster | | | | | | |
| Franklin River | | | | | | |
| Toora | | | | | | |
| Agnes River | | | | | | |
| Welshpool | | | | | | |
| Hedley | | | | | | |
| Galliondale | | | | | | |
| Alberton | | | | | | |
| Port Albert | | | | | | |

DISTRICT RATES—continued.

(B) BETWEEN MELBOURNE AND THE FOLLOWING STATIONS ON THE MORNINGTON AND STONY POINT LINE—AT PER TON.

| Between Melbourne and — | Class M. * | Class A.P. * | S.A.P. Rate. * | Class A. * | Class B. * | Class C. * | Class 1. * | Class 2. * | Class 3. * |
|-------------------------|---------------|-----------------|-------------------|---------------|---------------|---------------|---------------|---------------|---------------|
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Mornington Junction ... | 2 11 | 3 9 | 4 6 | 5 6 | 7 2 | 9 11 | 11 7 | 14 11 | 18 6 |
| Moorooduc ... | 3 2 | 4 3 | 5 1 | 6 1 | 7 9 | 11 0 | 12 8 | 16 0 | 18 6 |
| Mornington ... | 3 6 | 4 6 | 5 5 | 6 8 | 8 3 | 10 0 | 10 0 | 12 6 | 12 6 |
| Somerville ... | 3 1 | 3 9 | 4 6 | 6 1 | 7 2 | 10 6 | 12 8 | 15 5 | 19 9 |
| Tyabb ... | 3 4 | 4 6 | 5 5 | 6 1 | 7 9 | 11 7 | 13 9 | 16 11 | 19 6 |
| Hastings ... | 3 6 | 4 9 | 5 8 | 6 8 | 8 3 | 12 2 | 13 10 | 16 11 | 18 6 |
| Bittern ... | 3 8 | 4 9 | 5 8 | 7 2 | 8 10 | 12 8 | 13 10 | 16 11 | 18 6 |
| Crib Point ... | 4 0 | 5 3 | 6 6 | 6 6 | 6 6 | 11 0 | 11 0 | 13 6 | 13 6 |
| Stony Point ... | 4 0 | 5 3 | 5 6 | 5 6 | 5 6 | 10 0 | 10 0 | 12 6 | 12 6 |

* Not including loading and unloading.

These rates will be the maximum rates for traffic between any intermediate stations.

THROUGH TRAFFIC BETWEEN MELBOURNE AND PHILLIP ISLAND, SAN REMO, AND ADJACENT DISTRICTS, CARRIED BY RAIL BETWEEN MELBOURNE AND STONY POINT, THENCE BY STEAMER "GENESTA."

1. FOR CONSIGNMENTS WEIGHING NOT LESS THAN ONE TON.

| | Chicory, Rail Minimum 10 cwt | Rice, Salt, Sugar, Gal. Iron, Boreas, Softwood or other materials, there of, Rail Min. 1 ton. | Butter. | Class M. Rail Minimum, 2 tons. | Class A.P. Rail Minimum, 2 tons. | Class A. Rail Minimum, 1 ton. | Class B. Rail Minimum, 1 ton. | Class C. | Class 1. | Class 2. | Class 3. |
|------------------------------|------------------------------|---|---|--------------------------------|----------------------------------|-------------------------------|-------------------------------|----------|----------|----------|----------|
| | s. d. | s. d. | 18/- per ton For lots less than 1 ton—10/- per ton, plus 3d. per box. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Rail proportion | 5 6 | 5 6 | 10 0 | 4 0 | 5 3 | 5 6 | 5 6 | 10 0 | 10 0 | 12 6 | 12 6 |
| Steamer proportion | 4 0 | 4 0 | 8 0 | 4 0 | 4 0 | 4 0 | 4 0 | 4 0 | 4 0 | 4 0 | 4 0 |
| Total through charge per ton | 9 6 | 9 6 | 18 0 | 8 0 | 9 3 | 9 6 | 9 6 | 14 0 | 14 0 | 16 6 | 16 6 |

2. FOR CONSIGNMENTS WEIGHING LESS THAN ONE TON.

The following charges shall be added to the rail proportion of the through charge instead of the steamer proportion as shown in Clause 1.

| | | | |
|----------------------------|---------|-----------------------------------|---------|
| Weight not over 3 lbs. ... | 4d. | Weight not over 10 cwt. ... | 3s. 3d. |
| " " 28 lbs. ... | 6d. | " " 15 cwt. ... | 4s. |
| " " 1 cwt. ... | 9d. | Cream, large cans ... | 1s. 3d. |
| " " 2 cwt. ... | 1s. | Cream, small cans ... | 1s. |
| " " 3 cwt. ... | 1s. 3d. | Box Butter (single) ... | 6d. |
| " " 5 cwt. ... | 1s. 6d. | Porkers and Vealers, per cwt. ... | 1s. |

DISTRICT RATES—continued.

3. FOR SPECIAL CONSIGNMENTS AS UNDER:—

The following charges shall be added to the rail proportion of the through charge instead of the steamer proportion as shown in Clause 1.

| | | | |
|----------------------------------|---------------------|----------------------------------|----------|
| Single packages exceeding 5 cwt. | 7s. 6d. | Cart Horses and Brood Mares each | 12s. 6d. |
| " " " 10 cwt. | 10s. | Stallions ... | 15s. |
| " " " 15 cwt. | 12s. 6d. | Buggies and Jinkers (light) | 5s. |
| " " " 1 ton | Special arrangement | Buggies (heavy) | 7s. 6d. |
| Horses and cows ... | each 10s. | Bicycles and Perambulators | 1s. |
| | | Dogs ... | 1s. |

CLAUSE 4.—Goods consigned to or from Phillip Island, San Remo, and adjacent districts per s.s. *Genesta* shall be waybilled through on separate waybills, showing Rail and Steamer charges separately and abstracted accordingly.

New and old lines waybills and abstract forms to be used.

EUSTON AND DARLING RIVER DISTRICT.

During the periods of the year in which the River Murray is open for navigation between Morgan and the junction of the Rivers Murray and Darling, the net rates per ton for the carriage between Melbourne and Echuca, Kerang, Swan Hill, or Mildura of goods forwarded to or from Euston or any place in the Darling River District shall be as prescribed in the Schedule hereunder. The full Tariff rates shall be charged in the first instance, and rebates to the net rates as specified hereunder will subsequently be allowed on production of certified bills of lading or a certificate or such other proof as the Commissioners may require as conclusive evidence—

- (a) that such goods are absolutely for use in Euston or the Darling River District, and have been duly delivered at the destination specified in the Consignment Note;
- (b) or were duly forwarded from Euston or the Darling River District.

No claims for rebates will be recognised unless they are lodged with the proper officer of the Commissioners within one month of the date of the consignment of the goods.

NET RATES.

| Description of Goods. | EUSTON. | | | | DARLING RIVER DISTRICT. | | | |
|-----------------------|-------------|-------------|----------------|--------------|-------------------------|-------------|----------------|--------------|
| | Via Echuca. | Via Kerang. | Via Swan Hill. | Via Mildura. | Via Echuca. | Via Kerang. | Via Swan Hill. | Via Mildura. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Class B * ... | ... | ... | ... | ... | ... | ... | ... | 40 0 |
| " C * ... | 37 6 | ... | 48 0 | ... | 25 6 | 38 0 | 38 0 | 40 0 |
| " 1 ... | 42 6 | 52 6 | 52 6 | ... | 25 6 | 38 0 | 38 0 | 40 0 |
| " 2 ... | 55 0 | 62 6 | 62 6 | ... | 30 0 | 42 6 | 42 6 | 45 0 |
| " 3 ... | 62 6 | 72 6 | 72 6 | ... | 35 0 | 50 0 | 50 0 | 52 6 |
| Softwood * ... | 21 0 | 32 6 | 32 6 | ... | 21 0 | 32 6 | 32 6 | ... |
| Sugar ... | 25 6 | 38 0 | 38 0 | ... | 15 0 | 27 6 | 27 6 | ... |
| Kerosene † ... | 25 6 | 38 0 | 38 0 | ... | ... | ... | ... | 40 0‡ |
| Galvanized Iron * ... | 25 6 | 38 0 | 38 0 | ... | ... | ... | ... | ... |
| Fencing Wire * † ... | 25 6 | 38 0 | 38 0 | ... | 23 0 | 36 0 | 36 0 | 40 0‡ |
| Wire Netting * † ... | 25 6 | 38 0 | 38 0 | ... | 19 0 | 22 3 | 25 2 | 40 0‡ |
| Wool Packs * ... | ... | ... | ... | ... | 15 0 | 27 6 | 27 6 | ... |

* Not including loading and unloading.

† If cheaper than the Tariff Rate.

‡ Minimum 2 tons.

Hides and Skins from the Darling River District to Melbourne via Mildura shall be charged 27s. 6d. per ton.

INTER-STATE THROUGH TRAFFIC.

MELBOURNE AND SYDNEY.

Through rates are quoted for traffic as under, on pages specified—

Fruit, page 82.
Vegetables, page 82.

MELBOURNE AND ADELAIDE.

Through rates are quoted for traffic as under, on pages specified—

Agricultural and other machines, page 81.
Fruit, fresh or dried, page 83.
Furniture, page 83.

"JUNCTION CHARGES" FOR CARRIAGE BETWEEN
WODONGA AND ALBURY.

1. For Traffic from Victorian Stations (other than Wodonga) to Albury whether such be for local use at Albury or for other New South Wales stations, the following charges shall be added to the rates between other Victorian stations and Wodonga, viz:—

All Goods in Classes 1, 2, and 3 ... 3s. 6d. per ton
All other Goods (Wool excepted) ... 2s. 6d. "

2. For Traffic between Wodonga and Albury, the following charges shall be made:—

All Goods in Classes 1, 2, and 3 ... 3s. 6d. per ton.
All other Goods (Wool excepted) ... 2s. 6d. "

3. No Junction Charge is made on Wool and the charge for haulage of Wool from Albury to Victorian Stations shall be the Victorian mileage rate, the whole of which shall be payable to the Victorian Railways Commissioners.

4. Until further notice the above charges shall be apportioned between Victoria and New South Wales, as under:—

| | Classes 1, 2, and 3. | | All other Goods (Wool excepted). | |
|--|----------------------|--------|----------------------------------|--------|
| | Victoria. | N.S.W. | Victoria. | N.S.W. |
| | s. d. | s. d. | s. d. | s. d. |
| (a) Traffic from Victorian Stations to Albury for local use ... | 0 9 | 2 9 | 1 3 | 1 3 |
| (b) Traffic from Victorian Stations to Albury for other New South Wales Stations ... | 2 3 | 1 3 | 1 3 | 1 3 |
| (c) Traffic (other than wheat) from Albury to Wodonga ... | 1 9 | 1 9 | 0 9 | 1 9 |
| (d) Wheat from Albury to Wodonga ... | ... | ... | 1 3 | 1 3 |

NOTE.—In respect of sugar, kerosene, iron (all kinds), fencing wire, wire netting, malt, machinery (all kinds), and soap from Victorian stations to Albury for local use, the New South Wales Railways shall be credited with 2s. 9d. per ton.

5. This traffic is subject to the ordinary minimum weights and charges. On Goods charged under the Tariff for Smalls 1s. must be added for the New South Wales Railways.

6. The foregoing provisions shall not have any effect on any existing through rates between Victorian and New South Wales stations which are divided between the States in proportion to their respective mileage.

RATES FOR GOODS APPLICABLE AT THE UNDER-MENTIONED STATIONS.

ALEXANDRA-ROAD—

One shilling (1s.) per ton shall be added to the mileage rates for all goods, and Four shillings (4s.) per truck for Live stock, carried by rail to or from Alexandra-road.

BAIRNSDALE STATION and WHARF—

Goods between Bairnsdale station and the Wharf shall be charged the mileage rates.
Goods between other stations and the Wharf shall be charged for 1 mile in addition to the mileage to or from Bairnsdale.
Leather, tallow, and skins received at the wharf for despatch by rail at the convenience of the Department shall be charged 1s. per ton—minimum, 5s. per four-wheeled truck—in addition to the tariff rate from Bairnsdale.

BALLARAT—

(a) Show Grounds Platform—

Goods consigned to or from Messrs. Joe White and Co. may be forwarded to or from the Show Grounds Platform, Ballarat.

All consignments shall be charged as to or from Ballarat, subject to an additional shunting charge of 2s. per four-wheeled truck, minimum 5s. for each special trip.

Inward consignments to be way-billed to Ballarat, and trucks carded "Show Grounds Platform, Ballarat."

(b) Cargeeg's, Selkirk's, and Cowley's Sidings—

Consignments shall be charged as to or from Ballarat, subject to an additional Shunting charge of 1s. 3d. per four-wheeled truck in the case of Cargeeg's and Selkirk's Sidings, and 2s. per four-wheeled truck in the case of Cowley's Siding.

BENALLA (Caelli's Siding)—

The siding is situated 119 miles from Melbourne. Consignments forwarded therefrom to stations on the Up journey shall be charged for the mileage from Benalla, and consignments forwarded on the Down journey shall be charged for the mileage from the siding.

BENDIGO—

(a) Shell Transport Co.'s Siding—

A shunting charge of 1s. 6d. per four-wheeled truck shall be made on trucks placed on the Shell Transport Coy.'s siding.

(b) Fruit Growers' Siding—

No extra charge shall be made for haulage of goods in truck loads from Bendigo to the Fruit Growers' Siding; but a charge of 1s. 6d. per truck shall be made on small consignments sent out to the siding.

BURNLEY (Gillespie and Co's Siding)—

Consignments shall be charged as to or from Burnley. A shunting charge of 1s. 6d. per four-wheeled truck shall be made for all trucks, whether loaded or empty, placed on the Siding by the Commissioners.

BROADFORD (McDougall's Siding)—

Goods in truck loads forwarded to McDougall's Siding for private consignees (having Mr. McDougall's consent) shall be charged 2s. 6d. per four-wheeled truck, in addition to the mileage rates to Broadford.

DEAN MARSH (Great Western Colliery Siding)—

Goods to or from the Great Western Colliery Company's Mine shall be charged for 7 miles in addition to the mileage to or from Dean Marsh.

DEEP LEADS ELECTRIC TRANSMISSION COY. LTD. (MOOLORT)—

The spur line from the mine junctions with the Castlemaine and Maryborough Line 25½ miles from Castlemaine.

Firewood and goods for the Company shall be charged the mileage rates from other stations to the junction, and an additional charge of 6d. per ton for firewood and 1s. per ton for other goods, for haulage on the spur line; but such additional charges for haulage on the spur line shall be subject to a minimum charge of £2 10s. for each special train run on the spur line between the junction and the mine, which minimum charge shall be adjusted by the S.M., Maryborough. Trucks for the Company may be held at Maryborough or at the junction for 48 hours in order to accumulate a train load of not less than fifteen trucks; but if any trucks be detained longer than 48 hours at either or both places, the Company must either pay demurrage thereon or order a special train, and pay the minimum charge therefor as prescribed above.

RATES FOR GOODS APPLICABLE AT THE UNDERMENTIONED STATIONS—*continued*.**DENILIKUIN AND MOAMA RAILWAY CO.—**

CHARGES FOR USE OF STOCK, ETC.

Permanent-way plant for above company to be charged 1½d. per ton per mile.
 Insulated trucks—Company to be charged 3s. each per return trip; but no charge to be made when used for ordinary traffic.
 Live Stock trucks—Company to be charged 2s. 3d. each per return trip.
 Carriage trucks and Horse-boxes—Company to be charged 3s. each per return trip.
 Passenger vehicles—Company to be charged 12s. 6d. each per day.
 Vans—Company to be charged 6s. each per day, except when run for convenience of Department.
 Couplings—Company to be charged 1½d. each per return trip.
 Water supplied at Echuca for Company's engine, £18 per annum to be charged.

CHARGES FOR HAULAGE TO AND FROM ECHUCA.

Wheat, flour, chaff, and bran from Echuca to Deniliquin and Moama line, and *vice versa*, 9d. per ton respectively.
 General goods from Echuca to Deniliquin and Moama line, and *vice versa*, 1s. 6d. per ton.
 Timber from Echuca to Deniliquin and Moama line, and *vice versa*, 6d. per ton.

ECHUCA STATION and WHARF—

(a) The Stevedoring charge at the wharf shall be 6d. per ton on all classes of traffic, except sleepers consigned to the Department.
 (b) Grain, from the wharf to the station or the local mills shall be charged 6d. per ton, in truck loads.
 (c) All goods river borne to and from Echuca Wharf and despatched by rail between the wharf and stations other than Echuca shall, unless otherwise specified, be charged for 1 mile in addition to the mileage to and from Echuca.
 (d) Murray River Saw-mill Company, W. Nicholas, and Milo Bacon Company's Siding.
 Consignments shall be charged as to or from Echuca subject to an additional Shunting charge of 1s. 6d. per four-wheeled truck in the case of the Murray River Saw-mill Company's Siding, and 2s. 6d. per four-wheeled truck in the case of Nicholas and the Milo Bacon Company's Sidings.

FOOTSCRAY (Angliss' Siding)—

Goods or live stock forwarded to the siding shall be subject to a special charge of 5s. per truck—minimum £1 for each special trip—in addition to the tariff rates from the forwarding station.
 For charges on meat forwarded from the siding see page 84.

GEE LONG STATION and PIER—

HAULAGE CHARGES.

All goods not otherwise specified, between Station and Pier, 1s. per ton.
 Wool from Goods Shed or Brougham-street crossing to Pier, 6d. per bale.
 Coke, from Gas Company's siding, to Huddart, Parker, and Co.'s siding, 1s. per ton in truck loads.
 Coal, from Pier to Huddart, Parker, and Co.'s coal gears, 1s. per ton in truck loads.
 Coal from Pier to Crossing, 1s. per ton in truck loads.
 Coal from Pier to Gas Co.'s Siding, 2s. per ton in truck loads.
 All goods between other stations and Geelong Pier shall be charged ¾ of a mile in addition to the mileage to or from Geelong.

INGHAM—

Goods in truck loads forwarded from or to Ingham for the public shall be charged the mileage rates, plus 2s. for each four-wheeled truck.

KERANG (Water and Kerang Mill Coy's Siding)—

(a) Wheat ex the Koondrook Tramway hauled from Kerang to the Siding in the Commissioner's trucks by the Tramway engine shall be charged 1s. per ton, but if hauled in the Tramway trucks by the Tramway engine no charge will be made.
 (b) Except as provided in Clause A above, all consignments to or from the Siding shall be charged as to or from Kerang, subject to an additional shunting charge of 1s. 6d. per four-wheeled truck for outwards goods.

LAMROCK—

Stone forwarded from this siding shall be charged mileage rates. A shunting charge of 1s. 6d. per four wheeled truck and 3s. per bogie truck shall be charged for placing empty trucks on the siding; but no additional charge shall be made for the removal of trucks (loaded or empty) from the siding.

RATES FOR GOODS APPLICABLE AT THE UNDERMENTIONED STATIONS—*continued*.**LODDON—**

This siding is 22 miles from Castlemaine. Goods are to be way-billed to or from Moolort, but the actual mileage to or from the siding shall be charged in all cases.

MELBOURNE—**(a) Number 6 Shed and the Lysacht Galvanized Iron Coy.'s Siding—**

Consignments shall be charged as to or from Melbourne subject to an additional Shunting charge of 1s. 6d. per four-wheeled truck.

(b) Piggott-street Siding (near Victoria Dock).—Consignments of wheat and other grain, also flour, may, by special arrangement with the General Superintendent of Transportation, be accepted for delivery at the above siding, and the charge for haulage thereto shall be 6d. per ton additional on the rate to Melbourne.

Stone from Suburban Stations to this siding shall be charged the same rates as to Melbourne.

(c) Shipping Shed and Victoria Dock.—Manures hauled from the Shipping Shed to the Victoria Dock shall be charged 1s. 6d. per four-wheeled truck—minimum, 10s. per trip—with an additional charge of 3d. per ton freight.

(d) Victoria Freezing and Export Coy.'s Siding. See pages 81 and 82.

(e) Victoria Dock. See page 80.

NEWMARKET, KENSINGTON, AND SOUTH KENSINGTON—

Consignments for Dalgety and Co. Limited, Newmarket; New Zealand Loan and Mercantile Agency Co. Limited, South Kensington; and Messrs. W. S. Kimpton and Son, and Younghusband, Row, and Co., Kensington, shall be charged the same rates as to Melbourne. No consignments shall be accepted for Kensington and South Kensington for persons or firms other than those above mentioned.

NEWMARKET AGRICULTURAL SHOW GROUNDS—

1. Agricultural Implements and Machinery from Spottiswoode or Braybrook Junction to the Agricultural Show Grounds at Newmarket shall be charged the mileage rates subject to a minimum freight charge of 15s. per four-wheeled truck.

2. Firewood from Newmarket Station to the Agricultural Show Grounds shall be charged 2s. 6d. per four-wheeled truck.

NEWPORT (Friedlander and Co.'s Siding)—

Goods to or from Friedlander and Co.'s siding shall be charged for 1 mile in addition to the mileage to or from Newport.

NORTH SHORE (Wimmera and Western District Freezing Co.'s Works)—

- (a) Fresh meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 12s. 6d. per truck; minimum, 50s. per special trip.
- (b) Frozen meat carried between the Works and Geelong, or between the Works and North Geelong, shall be charged 18s. 9d. per T truck; minimum, 75s. per special trip.
- (c) Ordinary traffic between Geelong and the Works, or between North Geelong and the Works, shall be charged the Tariff rates, subject to a minimum charge of 12s. 6d. per truck; minimum per special trip, 25s.
- (d) All traffic from any other station to the Works, and *vice versa*, shall be charged the Tariff rates for the actual mileage to or from North Geelong, with an additional charge of 3s. per truck. This additional charge is subject to a minimum of 15s. for special trips arranged by Geelong.
- (e) T trucks specially sent from Melbourne or Suburban stations to carry frozen produce between the Works and Geelong, or between the Works and North Geelong, shall be charged 16s. 3d. each for the empty running from Melbourne.
- (f) Special trips with empties, or to remove empties, engine running light one way, shall be charged 15s. Special trips with mixed lot of trucks are subject to the minimum of the highest class consignment carried on the trip.
- (g) Not more than thirty minutes time is allowed the engine at the Works free; extra time shall be charged 6s. 3d. per half-hour or part of half-hour, and if one trip is required to place the trucks at the Works and another trip to remove them, both trips are to be paid for, but, if necessary, trucks may remain a second day at the Works to avoid making the second trip referred to.

PORT FAIRY STATION—

All goods, except fish and rabbits, between country stations and the Wharf at Port Fairy shall, unless otherwise provided, be charged 3d. per ton in addition to the rate to or from Port Fairy station.

RATES FOR GOODS APPLICABLE AT THE UNDERMENTIONED STATIONS—*continued*.**PORTLAND STATION AND PIER—**

1. Goods for stations inland despatched by rail from the old Pier to Portland Station, and not sent thence by rail, shall be charged 1s. per ton, minimum, 6 tons per truck.

2. Rates to and from Portland Freezing Company's Siding:—

(a) Goods between the Siding and Stations other than Portland shall be charged 2s. 6d. per truck, with a minimum charge of 10s. per trip, in addition to Portland mileage rate.

(b) Frozen Meat and Produce and Preserved Meats between the Siding and Portland Station or Pier shall be charged—

Per T Truck of 8 tons, 18s. 9d.

Per Tr Truck of 12 tons, 25s.

Minimum per trip, 6 trucks. To be consigned at owner's risk, and loaded and discharged by owners.

(c) Goods between Portland and the Siding shall be charged the mileage rates, with a minimum of 15s. per truck.

(d) T Trucks sent from Melbourne to Portland for the purpose of making special trips with Frozen Meat shall be charged 4½d. each per mile, one way only.

(e) When Portland engine is required between the hours of 10 p.m. and 7.25 a.m. for the purpose of hauling trucks from siding to pier, or *vice versa*, the sum of 20s. per hour, or part thereof, will be charged, in addition to haulage, as per clause b.

PORT MELBOURNE AND PIER—

Consignments for the Victorian Stevedoring Company's shed shall be charged for the mileage as to Port Melbourne Pier. Consignments for Swallow and Ariell's siding shall be charged for the mileage as to Port Melbourne.

SALE STATION AND WHARF—

Goods between Sale Station and the Wharf shall be charged the mileage rates.

Goods between other Stations and the Wharf shall be charged for 1 mile in addition to the mileage to or from Sale.

STRANGWAY—

Goods to or from Strangway and stations on "Down" side shall be charged rates as to or from Newstead; and to or from stations on "Up" side as to or from Guildford.

VICTORIA DOCK—**Charges for Goods carried to and from vessels lying at berths accessible by rail.**

For all Grain, Cereals, Hay, and Straw inwards, 2d. per ton, and all other Goods inwards (including Wool), 6d. per ton shall be charged in addition to the Melbourne rate.

For Goods outwards—Coal, under 10 miles, nil; over 10 miles, 6d. per ton; manures, 3d. per ton; all other goods 1s. per ton shall be charged in addition to the rate from Melbourne.

Coal in truck loads from the Victoria Dock to the Victoria Freezing Works shall be charged 1s. per ton.

WARRNAMBOOL STATION AND PIER—**Haulage charges from Warrnambool Station to the Pier—**

| | |
|---|--|
| Beer, in casks and cases, 3d. per package. | Tallow, in hogsheads, 6d. each. |
| " hogsheads, 6d. each. | " pipes, 9d. each. |
| Bottles, in bags or cases, actual weight. | Wool, in bags, 1d. each. |
| Lye, in drums, 9d. each. | " fadges, 6d. each. |
| Skins, in bales, not over 4 cwt., 6d. each. | " in bales, not over 4 cwt., 6d. each. |
| " in bundles, 9d. each. | Goods n.o.s., 1s. 6d. per ton. |
| Tallow, in casks, 3d. each. | |

Haulage charges from the Pier to Warrnambool Station—

| | |
|---|---|
| Butter boxes and cheese cases (owners to unload), ½d. each. | ² Fish, in baskets, 1d. each. |
| Coal, in bags (owners to unload), 1s. 6d. per ton. | " in cases, 2d. each. |
| " loose (owners to unload), 1s. per ton. | Hides, loose, 1d. each. |
| Empty hogsheads and casks, 1½d. each. | Timber (owners to unload), 1s. per ton. |
| " Tallow pipes and lye drums, 3d. each. | Vehicles, 4s. 6d. each. |
| | ² Goods n.o.s., 1s. 6d. per ton. |

Goods from other stations to Warrnambool Pier and *vice versa* shall, except otherwise provided, be charged 6d. per ton actual weight in addition to the rates to Warrnambool.

Western Meat Preserving Company's Siding and McGennan's Siding.—Consignments shall be charged as to or from Warrnambool, subject to an additional charge of 1s. 6d. per ton in the case of the Western Meat Preserving Company's Siding, and 6d. per truck in the case of McGennan's Siding.

RATES FOR GOODS APPLICABLE AT THE UNDERMENTIONED STATIONS—*continued.*

NOTES.

1. For coal in bags receipt to be given to ship for the number of bags received and similar receipt obtained from consignee on delivery.

2. For fish the minimum charge shall be 2s. 6d. per truck unless a special trip is required, in which case the minimum charge shall be 5s. per truck.

3. Except otherwise provided, the weight of goods shall be computed at actual weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners. The charge, shall, except otherwise provided, be subject to the following minimums:—1 cwt. and under, 3d.; over 1 cwt. and up to 5 cwt., or 10 cubic feet, 6d.; over 5 cwt. or 10 cubic feet, and up to 10 cwt., or 20 cubic feet, 9d.; over 10 cwt. or 20 cubic feet as one ton.

WELSHPOOL STATION AND JETTY—

General Goods, Fish, and Parcels will be carried under the usual conditions, except that all traffic shall be at owner's risk, and only such packages as can be conveniently carried on the trollies will be received.

The following are the rates which shall be charged:—

| | | | |
|---|-----|-----------------------------------|-------------|
| Fish, from Jetty to Welshpool (large boxes) | ... | ... | 7d. each |
| " " " (medium boxes) | ... | ... | 5d. " |
| " " " (small boxes) | ... | ... | 3d. " |
| Empty Fish Boxes, from Welshpool to Jetty | ... | ... | 1d. " |
| Ice and Coal from Welshpool to the Jetty | ... | ... | 3s. per ton |
| All other goods (either direction) | ... | 9d. per cwt., minimum charge, 6d. | |

The above rates will include transfer at Welshpool if required.

COMMODITY RATES.

AGRICULTURAL AND OTHER MACHINES carried between Melbourne and Adelaide and Ballarat and Adelaide shall be charged as follows, minimum 5 cwt.:—

| From Melbourne— | | | | Per Ton. | Victorian Proportion. | South Australian Proportion. |
|-----------------|-----|-----|-----|----------|-----------------------|------------------------------|
| | | | | £ s. d. | £ s. d. | £ s. d. |
| Set up | ... | ... | ... | 3 10 0 | 2 2 9 | 1 7 3 |
| In cases | ... | ... | ... | 3 0 0 | 1 16 8 | 1 3 4 |
| From Ballarat— | | | | | | |
| Set up | ... | ... | ... | 3 10 0 | 1 16 5 | 1 13 7 |
| In cases | ... | ... | ... | 3 0 0 | 1 11 3 | 1 8 9 |

ARSENIC, in kegs, from Ballarat to Melbourne shall be charged Class B rates, in truck loads of 6 tons.

ARSENIC, CRUDE, from Bothanga to Port Melbourne or Spottiswoode shall be charged 15s. per ton, in truck loads of 6 tons.

BARK forwarded from Sale to Melbourne, Burnley, Victoria Park, or Croxton shall be charged 12s. 6d. per ton:—minimum, 5 tons per truck.

BUTTER, CHEESE, HONEY, FRUIT, POULTRY, RABBITS, AND HARES FOR EXPORT—

(A) Butter, cheese, honey, and fruit, from Country Stations to Port Melbourne Pier, *via* the City Market, shall be charged 5s. per ton in addition to the Tariff rate to Melbourne. Unloading and loading at City Market to be done by owners.

When any of these goods are removed from the City Market by team, the charge of 5s. may be reduced to 1s. per ton.

(B) Poultry, rabbits, and hares, from Country Stations to the City Market, shall be charged 6d. per package, in addition to the Tariff rate to Melbourne.

(C) Butter, from the City Market, Victoria Freezing and Export Company's Works, or Melbourne to Port Melbourne Pier, shall be charged 4s. per ton. Loading to be done by owners.

(D) Hares and poultry, from the City Market, Melbourne, Victoria Freezing and Export Company's Works, or Newport Freezing Works, shall be charged 2d. per crate not exceeding 3½ cubic feet; 4d. per crate over 3½ and not exceeding 7 cubic feet; and 5d. per crate over 7 and not exceeding 9 cubic feet in measurement.

Rabbits shall be charged 1½d. per crate not exceeding 3½ cubic feet; 3½d. per crate over 3½ and not exceeding 7 cubic feet; 4½d. per crate over 7 and not exceeding 9 cubic feet; minimum charge per four-wheeled truck, 10s; maximum charge per four-wheeled truck, 30s.

In each case loading to be done by owners.

(E) Produce Shut out of Vessels at the Piers.—Rabbits will be carried back to Melbourne at half of the above rates.

Butter, fruit, and frozen produce, other than rabbits and meat, will be carried back to Melbourne at the rate of 2s. 6d. per ton.

In each case the consignments will be forwarded back to the pier for export free.

(F) The whole of the foregoing traffic is carried at the risk of the owners, and the freight must also be prepaid.

(G) Consignments of butter, cheese, honey, poultry, and game for export will not be accepted at country stations for carriage direct to any vessels at the piers, except by special arrangement with the General Superintendent of Transportation.

COMMODITY RATES—continued.

(4) Consignments from Country Stations to the Victoria Freezing and Export Company's Siding shall be treated in the same way as those to the City Market, except that they shall be charged the Tariff rate to Melbourne, plus 1s. instead of 5s. per ton, and the freight need not be prepaid.

(5) For charges in respect of Frozen Meat see page 84.

CHAFF, HAY, STRAW, AND RETURNED BAGS—

Chaff, hay, straw, and returned bags, forwarded between Addington, Burrumbeet, Ballarat, Clunes, Creswick, Learmonth, Midas, Mount Blowhard, North Creswick, North Learmonth, Sulky, Talbot, Tourtello, Waubra, Windermere, and Melbourne and suburbs and any station beyond Melbourne, shall be charged the rates for the mileage *via* Bacchus Marsh.

COAL—

Coal from the Eastern and South-Eastern lines to Ballarat and stations beyond shall be charged the rates for the mileage *via* Bacchus Marsh.

CONSTRUCTION MATERIAL (that is, material for works charged to capital) shall be charged ½d. per ton per mile in truck loads of 8 tons; less quantities to be charged 1d. per ton per mile, unless it be cheaper to charge ½d. per ton per mile, as for 8 tons.

Minimum rate, rs. per ton, and minimum charge, rs.

The above rates shall also be charged for old material sold by or on behalf of the Commissioners.

EXHIBITS FROM THE DEPARTMENT OF AGRICULTURE—

Exhibits from the Department of Agriculture, viz., wheat, straw in bulk, olive oil, wine, honey, &c., fruit (preserved), charts, &c., fibres, including flax, hemp (dressed and undressed), willows, manures, vegetable oil, eggs, also the necessary marquees, poles and pegs, tables, trestles, and fittings forwarded to the various Agricultural Shows in the State, shall be charged Class "A" rate, subject to the tariff for smalls.

EXPORT GRAIN, FLOUR, BRAN, POLLARD, AND COMPRESSED FODDER IN 30-TON CONSIGNMENTS—

(A) Export grain, previously carried by rail, loaded at Melbourne, South Kensington, Kensington, Newmarket, Moreland, and North Carlton, for Williamstown Pier, Port Melbourne Pier, or the Victoria Dock; also export grain transferred between Williamstown Pier, Port Melbourne Pier, and the Victoria Dock, will (subject to the conditions of Clause D) be charged 1s. per ton.

(B) Export flour, bran, and pollard also compressed fodder, manufactured from grain or produce previously carried by rail, loaded at Melbourne, Kensington, Burnley, Arden-street, Newport, Fitzroy, and Victoria Park, for Williamstown Pier, Port Melbourne Pier, or the Victoria Dock, or loaded at Williamstown Pier for Port Melbourne Pier or the Victoria Dock, will (subject to the provisions of Clause D) be charged 1s. 6d. per ton.

Compressed fodder, loaded at Williamstown Pier and forwarded to Melbourne for shipment *via* the Yarra Wharf, is to be charged 1s. 6d. per ton (subject to the provisions of Clause D).

(C) At the close of the export grain season each year, grain may be forwarded from Williamstown Pier or Port Melbourne Pier to Melbourne or Suburban Stations within a radius of 10 miles of Melbourne at the rate of 1s. per ton (subject to the provisions of Clause D).

(D) In respect of Clauses (A), (B), and (C), the rate quoted in each case will be granted, only on condition that the grain or the flour, bran, and pollard, or the compressed fodder, is forwarded in consignments of not less than 30 tons at a time, and in full truck loads, and that they are carried entirely at the risk of the owner, and that the loading and unloading are performed by the owners. If the loading or unloading be performed by the Commissioners, an additional charge of 6d. per ton will be made for each service.

NOTE.—The above rates will not be granted in respect of agricultural produce rejected at mills or at the shipping ports.

FIREWOOD—

Firewood from stations on the down side of Ballarat shall be charged the same rates to Ballarat East as to Ballarat.

Firewood from Musk Creek, Lyonville, Bullarto, and Trentham to Ballarat and Ballarat East shall be charged 2d. per ton less than Class "M" rates to Ballarat.

FRUIT AND VEGETABLES BETWEEN NEW SOUTH WALES AND VICTORIA—

(1) Between Melbourne and Sydney:—

| FRUIT. O. R. | | | Per ton. | Victorian proportion. |
|--|-----|-----|----------|-----------------------|
| In 4-wheeled truck loads of 6 tons ... | ... | ... | £1 10 0 | £0 10 0 |
| In smaller quantities, min. 1 ton ... | ... | ... | 2 4 0 | 0 14 8 |
| In consignments of less than 1 ton ... | ... | ... | 2 13 0 | 1 4 1 |
| VEGETABLES. O. R. | | | Per ton. | Victorian proportion. |
| In 4-wheeled truck loads of 4 tons ... | ... | ... | £1 19 0 | £0 12 9 |
| In smaller quantities, min. 1 ton ... | ... | ... | 2 4 0 | 0 14 8 |
| In consignments of less than 1 ton ... | ... | ... | 2 13 0 | 1 4 1 |

COMMODITY RATES—*continued*.

(2) The above rates shall also be charged between Melbourne and Darling Harbor, Richmond, Emu Plains, Liverpool, Hawkesbury River, Milson's Point, and intermediate stations.

(3) Consignments between stations beyond Melbourne and the above-named New South Wales stations shall be charged the above rates plus the tariff rates between Melbourne and stations beyond.

(4) When more than 6 tons of fruit or 4 tons of vegetables are forwarded in one truck, the excess weight shall be charged *pro rata* at the above rates.

(5) Consignments from different consignors to one consignee on the same day shall be treated as one consignment.

(6) Fruit forwarded from Box Hill to Melbourne for Sydney shall be subject to a minimum charge of 15s. per truck.

FRUIT, FRESH OR DRIED, BETWEEN MELBOURNE, BALLARAT, MOUNT GAMBIER, AND ADELAIDE. O. R.—

| | | | | Per ton. | V.R. proportion. |
|------------------------|-----|-----|-----|----------|------------------|
| | | | | Per ton. | Per ton. |
| Ten-cwt. consignments | ... | ... | ... | £2 0 0 | £1 4 5 |
| Three-ton consignments | ... | ... | ... | 1 10 0 | 0 18 4 |

Returned Empties, half the above rates.

Consignments from different consignors to one consignee on the same day shall be treated as one consignment.

FURNITURE—

Furniture between Melbourne and Adelaide shall be charged £8 8s. 8d. per ton, minimum 2 tons 5 cwt. per 4-wheeled truck, provided the full cubical capacity of the truck is utilized. Proportions:—Victoria, £5 3s.; South Australia, £3 5s. 8d.

Furniture and household effects, including pianos and organs, secondhand, not for sale, loaded in Button's or Miller's furniture van, and carried on a four-wheeled truck, shall be charged 1s. 4d. per mile, minimum 4 tons, gross weight of furniture and van; any excess quantity *pro rata*, o.r.

GOODS CARRIED IN BOILER TRUCK (NO. 1 QB) AND PLATE GLASS TRUCK (NO. 7 Q)—

Goods of exceptional dimensions, which require to be carried in the boiler or plate glass truck, shall be charged the tariff rates, plus 10s. for the use of the special truck.

GRAVEL, METAL, METAL SCREENINGS, AND SPALLS FOR CITY, TOWN, BOROUGH, AND SHIRE COUNCILS—

| Miles. | Rate per truck of 6 tons. | Miles. | Rate per truck of 6 tons. | Miles. | Rate per truck of 6 tons. |
|--------|--------------------------------------|--------|---------------------------|--------|----------------------------------|
| | Gravel, Metal, and Metal Screenings. | | | | |
| | Spalls. | | s. d. | | s. d. |
| | s. d. | s. d. | | | |
| | | 25 | 15 0 | 52 | 22 5 |
| | | 26 | 15 0 | 53 | 22 8 |
| 1 | 10 6 | 27 | 15 0 | 54 | 22 11 |
| 2 | 10 6 | 28 | 15 0 | 55 | 23 2 |
| 3 | 10 6 | 29 | 15 0 | 56 | 23 5 |
| 4 | 10 6 | 30 | 15 0 | 57 | 23 8 |
| 5 | 10 6 | 31 | 15 0 | 58 | 23 11 |
| 6 | 10 6 | 32 | 15 2 | 59 | 24 2 |
| 7 | 10 6 | 33 | 15 6 | 60 | 24 5 |
| 8 | 10 6 | 34 | 15 11 | 61 | 24 8 |
| 9 | 10 6 | 35 | 16 3 | 62 | 24 11 |
| 10 | 10 6 | 36 | 16 8 | 63 | 25 2 |
| 11 | 10 6 | 37 | 17 0 | 64 | 25 5 |
| 12 | 10 6 | 38 | 17 5 | 65 | 25 8 |
| 13 | 10 6 | 39 | 17 9 | 66 | 25 11 |
| 14 | 10 6 | 40 | 18 2 | 67 | 26 2 |
| 15 | 10 6 | 41 | 18 6 | 68 | 26 5 |
| 16 | 11 0 | 42 | 18 11 | 69 | 26 8 |
| 17 | 11 6 | 43 | 19 3 | 70 | 26 11 |
| 18 | 12 0 | 44 | 19 8 | 71 | 27 2 |
| 19 | 12 6 | 45 | 20 0 | 72 | 27 5 |
| 20 | 13 0 | 46 | 20 5 | 73 | 27 8 |
| 21 | 14 0 | 47 | 20 9 | 74 | 27 11 |
| 22 | 14 6 | 48 | 21 2 | 75 | 28 2 |
| | | 49 | 21 6 | | |
| 23 | 15 0 | 50 | 21 11 | Over | 4d. per ton per mile additional. |
| 24 | 15 0 | 51 | 22 2 | 75 | |

COMMODITY RATES—continued.

ICE—

Ice supplied for the purpose of cooling fish carried by rail shall be charged 10s. per ton for any distance if cheaper than the Tariff rate, provided it is carried to destination in empty trucks going down for fish or butter. Station-masters must see that ice carried at this rate is applied for the sole purpose of Fish Refrigerating. When sent in VANS of Passenger, Mixed, or Goods Trains the Tariff rates shall be charged. When the ice is supplied by the Commissioners, £1 2s. 6d. per ton shall be charged on the way-bill for the ice, in addition to the freight charge as above.

MACHINERY, MACHINES (NEW), FOR EXPORT, ETC—

New and heavy machinery, agricultural implements, and machines, boilers, sole plates, crab winches weighing over 30 cwt., and fly wheels; also castings and forgings, rough, in consignments of 2 tons and upwards, manufactured in the Commonwealth, and sent by rail to Melbourne, Geelong, or Portland from country stations for export, or sent *via* Melbourne, from country stations, to any station not less than 50 miles from Melbourne, shall be charged half the Tariff rates for the actual mileage hauled, subject to the following conditions:—

- (A) In respect of machinery, &c., intended for export, the full Tariff rates shall be charged in the first instance, and rebate to half rates granted on satisfactory proof of export being furnished.
- (B) In respect of machinery, &c., sent from country stations *via* Melbourne to stations 50 miles beyond Melbourne, the reduced rates from the forwarding station to the destination station shall not be less than the full Tariff rates from Melbourne to the destination station.
- (C) In respect of machinery, &c., sent from country stations *via* Melbourne to stations within 50 miles of Melbourne, the rates shall not be more than the rates computed as per Clause B from the forwarding station to a station 50 miles from Melbourne.
- (D) The Tariff for smalls, where applicable, shall be applied on the actual tonnage rate charged.

MAIZE—

Maize from Lindenow, Hillside, and Bairsdale to Melbourne, Newmarket, Kensington, and South Kensington stations shall be charged 10s. 9d. per ton, minimum 6 tons per four wheeled truck.

MEAT, FRESH AND FROZEN—

- | | | | |
|---|-------------------|---------------------------|---------------------------|
| (1) MEAT, FRESH (Melbourne and Suburbs)— | Per Louvre Truck. | TT Truck. | Minimum per Special Trip. |
| From Newport, Newmarket, Angliss' Siding, or other suburban station within 9 miles of Melbourne to Port Melbourne Pier | 18s. 9d. | 28s. 2d. | 75s. |
| From Newport, Newmarket, Angliss' Siding or other suburban station within 9 miles of Melbourne to City Market or Melbourne | 12s. 6d. | ... | 50s. |
| From Newmarket, Angliss' Siding, or other suburban station within 9 miles of Melbourne (Newport excepted) to Williamstown Pier | 18s. 9d. | ... | 75s. |
| From Newport to Williamstown Pier | 12s. 6d. | ... | 50s. |
| All carried at owner's risk. Owners to load and unload. | | | |
| (2) MEAT, FROZEN (Melbourne and Suburbs)— | Per T Truck. | Minimum per Special Trip. | |
| From Melbourne, City Market, Angliss' Siding, and Suburban Freezing Works within 9 miles of Melbourne to Victoria Dock or the Port Melbourne and Williamstown Piers ... | s. d. £ s. d. | 3 15 0 | |
| All carried at owner's risk. Owners to load and unload. | | | |
| (3) MEAT, FROZEN (Echuca to Melbourne or Piers)— | | | |
| The Tariff rates shall be charged subject to a minimum of 15 T trucks for each special train. | | | |
| (4) SPECIAL TRIPS NOT OTHERWISE PROVIDED FOR— | | | |
| For special trips not otherwise specified for, a minimum charge shall be imposed as may be arranged by the General Passenger and Freight Agent. | | | |
| (5) FROZEN MEAT REJECTED AT PIERS— | | | |
| Half rate shall be charged for frozen meat rejected at Piers when returned to Melbourne, and full rate if the same meat is again forwarded to the Piers. | | | |

POTATOES AND VEGETABLES (from Carrum and Mordialloc to Melbourne)—

| | Potatoes per ton. | Vegetables per ton. |
|--------------------------------------|-------------------|---------------------|
| | s. d. | s. d. |
| Carrum to Melbourne | 2 2 | 4 5 |
| Mordialloc to Melbourne | 1 10 | 3 4 |
| Minimum charge, 1s. per consignment. | | |

COMMODITY RATES—*continued.***POTTERYWARE, EARTHENWARE, AND SANITARY WARE—**

Potteryware, Earthenware, and Sanitary ware from Epsom to Melbourne shall be charged 12s. per ton, and from Epsom to Yarraville, 12s. 5d. per ton; minimum, 5 tons per truck.

RABBITS—

Rabbits sent by trains from which delivery is given at the passenger station at Spencer-street shall, unless otherwise specified, be charged Passenger Train rate. All consignments of Rabbits on which Passenger Train rate is charged must be shown on Parcels Waybills.

RABBIT POISONING MACHINES—

Rabbit poisoning machines forwarded from Mansfield to Melbourne in truck loads of not less than seven machines shall be charged the rates applicable to Class 1.

REFRESHMENT ROOMS AND FRUIT STALLS AT STATIONS—

Fruit and other urgent and perishable goods for Lessees of Refreshment Rooms and Fruit Stalls at stations may be carried by passenger trains at goods rates provided that the maximum quantity in any one consignment per passenger train be not more than 3 cwt.

SAND—SPECIAL RATES APPLICABLE ON THE UP JOURNEY ONLY—

- (A) Sand from Frankston Sand Siding, or from any station on the Up side thereof, to Melbourne or any station intermediate thereto ... 1s. 7d. per ton.
- Sand from Cranbourne and Lyndhurst to Melbourne or any station intermediate thereto ... 1s. 10d. per ton.
- Sand from Dandenong, Sandringham, St. Kilda, and Port Melbourne, or from any station on the Up side thereof, to Melbourne or any station intermediate thereto ... 1s. 7d. per ton.
- (B) Sand forwarded from above stations to any stations beyond Melbourne shall be charged the rate to Melbourne, plus 1d. per ton per mile, for the distance beyond Melbourne, if less than Class M rate for the whole distance.
- (C) Sand forwarded from above stations to any junction station on the Up side thereof, thence to any station on the Down journey, shall be charged the rate to Melbourne, plus 1d. per ton per mile for the mileage on the Down journey beyond the junction station, if less than Class M rate for the whole distance.
- (D) In each case the trucks shall be loaded to their full carrying capacity. When the carrying capacity of the truck is equal to or exceeds 8 tons the actual weight shall be charged for, subject to a minimum charge of 8 tons per truck, and when the carrying capacity is less than 8 tons, the charge shall be as for the actual carrying capacity of the truck, but the minimum charge per truck shall be 6 tons.

SPIRITS IN BULK—

Spirits in bulk from Geelong to Dunnstown shall be charged 22s. 6d. per ton.

STAWELL FREESTONE—

Stawell freestone forwarded to Melbourne shall be charged the rates for the mileage *via* Bacchus Marsh. (See page 62.)

TELEGRAPH POLES, SPECIAL TRAINS FOR DISCHARGING—**(A) Service of Special train.**

5s. per mile shall be charged for the forward journey, and 2s. 6d. per mile for the return journey, minimum charge, £2 10s.

(B) Freight Charge.

In addition to the special service charge, the ordinary freight charges shall be imposed for the full mileage that each loaded truck is hauled on the forward journey, and, if it is impracticable owing to train arrangements to complete the distribution of the poles on the forward journey, and part of the work has to be done on the return journey, no further freight charge shall be made.

THRESHING PLANTS—

Threshing plants consisting of engine, threshing machine, and tank, forwarded by rail to any station, and subsequently returned by rail to the original sending station, may be charged Class C rate on the forward journey, and half Class C rate on return.

The Tariff rate must be charged for both directions in the first instance, and rebate, as above, granted on satisfactory proof being furnished of the completion of the journey.

TIMBER, HARDWOOD (SAWN), POLES, PILES, AND LOGS—

Timber, hardwood (sawn), poles, piles, and logs, and all timber carried at Class M rates from Arden-street, the North-Eastern District, and lines east of Melbourne to Ballarat and stations beyond, may be charged the rates for the mileage *via* Bacchus Marsh; but the minimum distance which shall be charged by this route is 125 miles.

COMMODITY RATES—continued.

WATER SUPPLIED TO SHIPS AT PIERS—

For water supplied to bay excursion steamers, *Hygeia* and *Ozone*, at Port Melbourne Pier, the charge shall be 1s. 6d. per 1,000 gallons.

For water supplied to other ships or steamers at Port Melbourne Pier or Williamstown Pier, the charge shall be 3s. per 1,000 gallons.

WHEAT, FLOUR, BRAN, POLLARD, AND SHARPS—

1. Wheat, flour, bran, pollard, and sharps consigned from any station in the North-Eastern, Northern, Midland, or Western district (Geelong excepted) to any station on the Eastern, South-Eastern, Healesville, Whittlesea, Eltham, or Stony Point line, or on any branch thereof, shall be charged the Tariff rate to Melbourne, plus the Tariff rate from Melbourne to the destination station, except that such goods carried under the Class A. P. rates and conditions to the following places shall be subject for the portion of the journey between Melbourne and the destination station to a maximum charge, as specified hereunder, in respect of each place named, viz. :—

| | s. d. | | s. d. |
|-----------------|--------------|--------------------|--------------|
| Sale | 9 0 per ton. | Bairnsdale | 9 0 per ton. |
| Lindenow | 11 6 „ | Alberton | 9 0 „ |
| Hillside | 11 3 „ | Port Albert | 9 0 „ |

2. Wheat, flour, bran, pollard, and sharps consigned by rail from Melbourne or from any suburban station within a radius of 10 miles thereof, or from Geelong to any station on the Eastern or South-Eastern line, or on any branch thereof, shall be charged the Tariff rate, except that such goods carried under the Class A. P. rates and conditions to the following places shall be subject to a maximum charge as specified hereunder in respect of each place named, viz. :—

| | From Melbourne. | From Geelong. |
|-----------------------|-----------------|---------------|
| | s. d. | s. d. |
| To Sale | 9 0 per ton. | 12 0 per ton. |
| To Lindenow | 11 6 „ | 14 6 „ |
| To Hillside | 11 3 „ | 14 3 „ |
| To Bairnsdale | 9 0 „ | 12 0 „ |
| To Alberton | 9 0 „ | 12 0 „ |
| To Port Albert | 9 0 „ | 12 0 „ |

3. Special rebates on flour, bran, pollard, and sharps will be allowed as specified hereunder, viz. :—

- (A) Wheat consigned by rail from any country station for any flour mill at any other country station (including Geelong) and there manufactured and reconsigned thence by rail in the shape of flour, bran, pollard, or sharps to Melbourne or to any station within a radius of 10 miles thereof, or to Geelong, Warrnambool, Port Fairy, or Portland, shall, subject to the provisions of clause (C) hereunder, be charged the Tariff rate for the total distance, plus 1s. 6d. per ton.
- (B) Wheat consigned by rail from any country station for any flour mill at any other country station (with the exception of Geelong, which is provided for under clause 2), and there manufactured and reconsigned thence by rail in the shape of flour, bran, pollard, or sharps to any station situated outside of a radius of 10 miles from Melbourne on the Eastern, South-Eastern, Healesville, Whittlesea, Eltham, or Stony Point line, or any branch thereof, shall, subject to the provisions of Clause (C) hereunder, be charged the Tariff rate for the total distance to Melbourne with 1s. 6d. per ton added, plus the Tariff rate from Melbourne to the destination station, subject to the same exceptions as provided for in Clause 1.
- (C) In respect of sub-clauses (A) and (B), the classification rate for each portion of the journey, subject to the provision of clause 1, shall be charged in the first instance for the total quantity of flour, bran, pollard, and sharps consigned by rail from each flour mill at any country station, and rebate to the amount of the charges computed, as specified in sub-clauses (A) and (B) respectively, will afterwards be granted on all or so much of the tonnage of the flour, bran, pollard, and sharps consigned by rail from the flour mill to the stations prescribed in sub-clauses (A) and (B), as does not exceed the tonnage of the wheat consigned by rail from any country station or stations for the flour mill.

In determining the amount of the rebate due, the quantity of wheat consigned by rail from the most distant despatching station to the flour mill will first be taken into account, and then the quantity similarly consigned from each succeeding despatching station in order of greatest distance.

MILEAGE RATES PER TON FOR WOOL.

Including loading and unloading (except otherwise specified)—owner's risk.

| Miles. | Greasy. | Scoured. | Miles. | Greasy. | Scoured. | Miles. | Greasy. | Scoured. |
|---------|---------|----------|--------|---------|----------|--------|---------|----------|
| | s. d. | s. d. | | s. d. | s. d. | | s. d. | s. d. |
| 1 to 10 | 4 0 | 5 0 | 76 | 25 6 | 30 6 | 142 | 41 6 | 46 6 |
| 11 | 4 6 | 5 6 | 77 | 26 0 | 31 0 | 143 | 41 9 | 46 9 |
| 12 | 4 9 | 5 9 | 78 | 26 3 | 31 3 | 144 | 41 9 | 46 9 |
| 13 | 5 0 | 6 0 | 79 | 26 6 | 31 6 | 145 | 42 0 | 47 0 |
| 14 | 5 6 | 6 9 | 80 | 27 0 | 32 0 | 146 | 42 3 | 47 3 |
| 15 | 5 9 | 7 0 | 81 | 27 3 | 32 3 | 147 | 42 6 | 47 6 |
| 16 | 6 0 | 7 3 | 82 | 27 6 | 32 6 | 148 | 42 6 | 47 6 |
| 17 | 6 6 | 8 0 | 83 | 27 9 | 32 9 | 149 | 42 9 | 47 9 |
| 18 | 6 9 | 8 3 | 84 | 28 3 | 33 3 | 150 | 43 0 | 48 0 |
| 19 | 7 0 | 8 6 | 85 | 28 6 | 33 6 | 151 | 43 3 | 48 3 |
| 20 | 7 6 | 9 0 | 86 | 28 9 | 33 9 | 152 | 43 3 | 48 3 |
| 21 | 7 9 | 9 6 | 87 | 29 0 | 34 0 | 153 | 43 6 | 48 6 |
| 22 | 8 0 | 9 9 | 88 | 29 6 | 34 6 | 154 | 43 6 | 48 6 |
| 23 | 8 3 | 10 0 | 89 | 29 9 | 34 9 | 155 | 43 9 | 48 9 |
| 24 | 8 9 | 10 6 | 90 | 30 0 | 35 0 | 156 | 43 9 | 48 9 |
| 25 | 9 0 | 11 0 | 91 | 30 6 | 35 6 | 157 | 44 0 | 49 0 |
| 26 | 9 3 | 11 3 | 92 | 30 9 | 35 9 | 158 | 44 0 | 49 0 |
| 27 | 9 6 | 11 6 | 93 | 31 0 | 36 0 | 159 | 44 3 | 49 3 |
| 28 | 10 0 | 12 0 | 94 | 31 6 | 36 6 | 160 | 44 3 | 49 3 |
| 29 | 10 3 | 12 6 | 95 | 31 9 | 36 9 | 161 | 44 6 | 49 6 |
| 30 | 10 6 | 12 9 | 96 | 32 0 | 37 0 | 162 | 44 6 | 49 6 |
| 31 | 11 0 | 13 3 | 97 | 32 6 | 37 6 | 163 | 44 9 | 49 9 |
| 32 | 11 3 | 13 6 | 98 | 32 9 | 37 9 | 164 | 44 9 | 49 9 |
| 33 | 11 6 | 14 0 | 99 | 33 0 | 38 0 | 165 | 45 0 | 50 0 |
| 34 | 12 0 | 14 6 | 100 | 33 6 | 38 6 | 166 | 45 0 | 50 0 |
| 35 | 12 3 | 14 9 | 101 | 33 9 | 38 9 | 167 | 45 3 | 50 3 |
| 36 | 12 6 | 15 0 | 102 | 34 0 | 39 0 | 168 | 45 3 | 50 3 |
| 37 | 13 0 | 15 9 | 103 | 34 3 | 39 3 | 169 | 45 6 | 50 6 |
| 38 | 13 3 | 16 0 | 104 | 34 3 | 39 3 | 170 | 45 6 | 50 6 |
| 39 | 13 6 | 16 3 | 105 | 34 6 | 39 6 | 171 | 45 9 | 50 9 |
| 40 | 14 0 | 17 0 | 106 | 34 9 | 39 9 | 172 | 45 9 | 50 9 |
| 41 | 14 3 | 17 3 | 107 | 35 0 | 40 0 | 173 | 46 0 | 51 0 |
| 42 | 14 6 | 17 6 | 108 | 35 0 | 40 0 | 174 | 46 0 | 51 0 |
| 43 | 14 9 | 17 9 | 109 | 35 3 | 40 3 | 175 | 46 3 | 51 3 |
| 44 | 15 3 | 18 6 | 110 | 35 6 | 40 6 | 176 | 46 3 | 51 3 |
| 45 | 15 6 | 18 9 | 111 | 35 9 | 40 9 | 177 | 46 6 | 51 6 |
| 46 | 15 9 | 19 0 | 112 | 36 0 | 41 0 | 178 | 46 6 | 51 6 |
| 47 | 16 0 | 19 3 | 113 | 36 0 | 41 0 | 179 | 46 9 | 51 9 |
| 48 | 16 6 | 20 0 | 114 | 36 3 | 41 3 | 180 | 46 9 | 51 9 |
| 49 | 16 9 | 20 3 | 115 | 36 6 | 41 6 | 181 | 47 0 | 52 0 |
| 50 | 17 0 | 20 6 | 116 | 36 6 | 41 6 | 182 | 47 0 | 52 0 |
| 51 | 17 6 | 21 0 | 117 | 36 9 | 41 9 | 183 | 47 3 | 52 3 |
| 52 | 17 9 | 21 6 | 118 | 37 0 | 42 0 | 184 | 47 3 | 52 3 |
| 53 | 18 0 | 21 9 | 119 | 37 0 | 42 0 | 185 | 47 6 | 52 6 |
| 54 | 18 6 | 22 3 | 120 | 37 3 | 42 3 | 186 | 47 6 | 52 6 |
| 55 | 18 9 | 22 6 | 121 | 37 6 | 42 6 | 187 | 47 9 | 52 9 |
| 56 | 19 0 | 23 0 | 122 | 37 9 | 42 9 | 188 | 47 9 | 52 9 |
| 57 | 19 6 | 23 6 | 123 | 38 0 | 43 0 | 189 | 48 0 | 53 0 |
| 58 | 19 9 | 23 9 | 124 | 38 0 | 43 0 | 190 | 48 0 | 53 0 |
| 59 | 20 0 | 24 0 | 125 | 38 3 | 43 3 | 191 | 48 3 | 53 3 |
| 60 | 20 6 | 24 9 | 126 | 38 6 | 43 6 | 192 | 48 3 | 53 3 |
| 61 | 20 9 | 25 0 | 127 | 38 9 | 43 9 | 193 | 48 6 | 53 6 |
| 62 | 21 0 | 25 3 | 128 | 38 9 | 43 9 | 194 | 48 6 | 53 6 |
| 63 | 21 3 | 25 6 | 129 | 39 0 | 44 0 | 195 | 48 9 | 53 9 |
| 64 | 21 9 | 26 3 | 130 | 39 3 | 44 3 | 196 | 48 9 | 53 9 |
| 65 | 22 0 | 26 6 | 131 | 39 6 | 44 6 | 197 | 49 0 | 54 0 |
| 66 | 22 3 | 26 9 | 132 | 39 9 | 44 9 | 198 | 49 0 | 54 0 |
| 67 | 22 6 | 27 0 | 133 | 39 9 | 44 9 | 199 | 49 3 | 54 3 |
| 68 | 23 0 | 27 9 | 134 | 40 0 | 45 0 | 200 | 49 3 | 54 3 |
| 69 | 23 3 | 28 0 | 135 | 40 3 | 45 3 | 201 | 49 6 | 54 6 |
| 70 | 23 6 | 28 3 | 136 | 40 3 | 45 3 | 202 | 49 6 | 54 6 |
| 71 | 24 0 | 29 0 | 137 | 40 6 | 45 6 | 203 | 49 9 | 54 9 |
| 72 | 24 3 | 29 3 | 138 | 40 9 | 45 9 | 204 | 49 9 | 54 9 |
| 73 | 24 6 | 29 6 | 139 | 40 9 | 45 9 | 205 | 50 0 | 55 0 |
| 74 | 25 0 | 30 0 | 140 | 41 0 | 46 0 | 206 | 50 0 | 55 0 |
| 75 | 25 3 | 30 3 | 141 | 41 3 | 46 3 | 207 | 50 3 | 55 3 |

MILEAGE RATES PER TON FOR WOOL—continued.

| Miles. | Greasy. | Scoured. | Miles. | Greasy. | Scoured. | Miles. | Greasy. | Scoured. |
|--------|---------|----------|--------|---------|----------|--------|---------|----------|
| | s. d. | s. d. | | s. d. | s. d. | | s. d. | s. d. |
| 208 | 50 3 | 55 3 | 273 | 58 6 | 63 6 | 338 | 66 6 | 71 6 |
| 209 | 50 6 | 55 6 | 274 | 58 6 | 63 6 | 339 | 66 9 | 71 9 |
| 210 | 50 9 | 55 9 | 275 | 58 9 | 63 9 | 340 | 66 9 | 71 9 |
| 211 | 50 9 | 55 9 | 276 | 58 9 | 63 9 | 341 | 67 0 | 72 0 |
| 212 | 50 9 | 55 9 | 277 | 59 0 | 64 0 | 342 | 67 0 | 72 0 |
| 213 | 51 0 | 56 0 | 278 | 59 0 | 64 0 | 343 | 67 3 | 72 3 |
| 214 | 51 0 | 56 0 | 279 | 59 3 | 64 3 | 344 | 67 3 | 72 3 |
| 215 | 51 3 | 56 3 | 280 | 59 3 | 64 3 | 345 | 67 6 | 72 6 |
| 216 | 51 3 | 56 3 | 281 | 59 6 | 64 6 | 346 | 67 6 | 72 6 |
| 217 | 51 6 | 56 6 | 282 | 59 6 | 64 6 | 347 | 67 9 | 72 9 |
| 218 | 51 6 | 56 6 | 283 | 59 9 | 64 9 | 348 | 67 9 | 72 9 |
| 219 | 51 9 | 56 9 | 284 | 59 9 | 64 9 | 349 | 68 0 | 73 0 |
| 220 | 51 9 | 56 9 | 285 | 60 0 | 65 0 | 350 | 68 0 | 73 0 |
| 221 | 52 0 | 57 0 | 286 | 60 0 | 65 0 | 351 | 68 3 | 73 3 |
| 222 | 52 0 | 57 0 | 287 | 60 3 | 65 3 | 352 | 68 3 | 73 3 |
| 223 | 52 3 | 57 3 | 288 | 60 3 | 65 3 | 353 | 68 6 | 73 6 |
| 224 | 52 3 | 57 3 | 289 | 60 6 | 65 6 | 354 | 68 6 | 73 6 |
| 225 | 52 6 | 57 6 | 290 | 60 6 | 65 6 | 355 | 68 9 | 73 9 |
| 226 | 52 6 | 57 6 | 291 | 60 9 | 65 9 | 356 | 68 9 | 73 9 |
| 227 | 52 9 | 57 9 | 292 | 60 9 | 65 9 | 357 | 69 0 | 74 0 |
| 228 | 52 9 | 57 9 | 293 | 61 0 | 66 0 | 358 | 69 0 | 74 0 |
| 229 | 53 0 | 58 0 | 294 | 61 0 | 66 0 | 359 | 69 3 | 74 3 |
| 230 | 53 0 | 58 0 | 295 | 61 3 | 66 3 | 360 | 69 3 | 74 3 |
| 231 | 53 3 | 58 3 | 296 | 61 3 | 66 3 | 361 | 69 6 | 74 6 |
| 232 | 53 3 | 58 3 | 297 | 61 6 | 66 6 | 362 | 69 6 | 74 6 |
| 233 | 53 6 | 58 6 | 298 | 61 6 | 66 6 | 363 | 69 9 | 74 9 |
| 234 | 53 6 | 58 6 | 299 | 61 9 | 66 9 | 364 | 69 9 | 74 9 |
| 235 | 53 9 | 58 9 | 300 | 61 9 | 66 9 | 365 | 70 0 | 75 0 |
| 236 | 53 9 | 58 9 | 301 | 62 0 | 67 0 | 366 | 70 0 | 75 0 |
| 237 | 54 0 | 59 0 | 302 | 62 0 | 67 0 | 367 | 70 3 | 75 3 |
| 238 | 54 0 | 59 0 | 303 | 62 3 | 67 3 | 368 | 70 3 | 75 3 |
| 239 | 54 3 | 59 3 | 304 | 62 3 | 67 3 | 369 | 70 6 | 75 6 |
| 240 | 54 3 | 59 3 | 305 | 62 6 | 67 6 | 370 | 70 6 | 75 6 |
| 241 | 54 6 | 59 6 | 306 | 62 6 | 67 6 | 371 | 70 9 | 75 9 |
| 242 | 54 6 | 59 6 | 307 | 62 9 | 67 9 | 372 | 70 9 | 75 9 |
| 243 | 54 9 | 59 9 | 308 | 62 9 | 67 9 | 373 | 71 0 | 76 0 |
| 244 | 54 9 | 59 9 | 309 | 63 0 | 68 0 | 374 | 71 0 | 76 0 |
| 245 | 55 0 | 60 0 | 310 | 63 0 | 68 0 | 375 | 71 3 | 76 3 |
| 246 | 55 0 | 60 0 | 311 | 63 3 | 68 3 | 376 | 71 3 | 76 3 |
| 247 | 55 3 | 60 3 | 312 | 63 3 | 68 3 | 377 | 71 6 | 76 6 |
| 248 | 55 3 | 60 3 | 313 | 63 6 | 68 6 | 378 | 71 6 | 76 6 |
| 249 | 55 6 | 60 6 | 314 | 63 6 | 68 6 | 379 | 71 9 | 76 9 |
| 250 | 55 6 | 60 6 | 315 | 63 9 | 68 9 | 380 | 71 9 | 76 9 |
| 251 | 55 9 | 60 9 | 316 | 63 9 | 68 9 | 381 | 72 0 | 77 0 |
| 252 | 55 9 | 60 9 | 317 | 64 0 | 69 0 | 382 | 72 0 | 77 0 |
| 253 | 56 0 | 61 0 | 318 | 64 0 | 69 0 | 383 | 72 3 | 77 3 |
| 254 | 56 0 | 61 0 | 319 | 64 3 | 69 3 | 384 | 72 3 | 77 3 |
| 255 | 56 3 | 61 3 | 320 | 64 3 | 69 3 | 385 | 72 6 | 77 6 |
| 256 | 56 3 | 61 3 | 321 | 64 6 | 69 6 | 386 | 72 6 | 77 6 |
| 257 | 56 6 | 61 6 | 322 | 64 6 | 69 6 | 387 | 72 9 | 77 9 |
| 258 | 56 6 | 61 6 | 323 | 64 9 | 69 9 | 388 | 72 9 | 77 9 |
| 259 | 56 9 | 61 9 | 324 | 64 9 | 69 9 | 389 | 73 0 | 78 0 |
| 260 | 56 9 | 61 9 | 325 | 65 0 | 70 0 | 390 | 73 0 | 78 0 |
| 261 | 57 0 | 62 0 | 326 | 65 0 | 70 0 | 391 | 73 3 | 78 3 |
| 262 | 57 0 | 62 0 | 327 | 65 3 | 70 3 | 392 | 73 3 | 78 3 |
| 263 | 57 3 | 62 3 | 328 | 65 3 | 70 3 | 393 | 73 6 | 78 6 |
| 264 | 57 3 | 62 3 | 329 | 65 6 | 70 6 | 394 | 73 6 | 78 6 |
| 265 | 57 6 | 62 6 | 330 | 65 6 | 70 6 | 395 | 73 9 | 78 9 |
| 266 | 57 6 | 62 6 | 331 | 65 9 | 70 9 | 396 | 73 9 | 78 9 |
| 267 | 57 9 | 62 9 | 332 | 65 9 | 70 9 | 397 | 74 0 | 79 0 |
| 268 | 57 9 | 62 9 | 333 | 66 0 | 71 0 | 398 | 74 0 | 79 0 |
| 269 | 58 0 | 63 0 | 334 | 66 0 | 71 0 | 399 | 74 3 | 79 3 |
| 270 | 58 0 | 63 0 | 335 | 66 3 | 71 3 | 400 | 74 3 | 79 3 |
| 271 | 58 3 | 63 3 | 336 | 66 3 | 71 3 | 401 | 74 6 | 79 6 |
| 272 | 58 3 | 63 3 | 337 | 66 6 | 71 6 | 402 | 74 6 | 79 6 |

WOOL RATES.

RATES PER TON FOR WOOL, INCLUDING LOADING AND UNLOADING,
OWNER'S RISK

| From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | | From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | |
|---------------------|--|----|----------|----|-------------|----|----------|----|---------------|--|----|----------|----|-------------|----|----------|----|
| | Greasy. | | Scoured. | | Greasy. | | Scoured. | | | Greasy. | | Scoured. | | Greasy. | | Scoured. | |
| | s. | d. | s. | d. | s. | d. | s. | d. | | s. | d. | s. | d. | s. | d. | s. | d. |
| Albury† | 48 | 3 | 53 | 3 | 51 | 3 | 56 | 3 | Bonnie Doon | 37 | 0 | 42 | 0 | 40 | 0 | 45 | 0 |
| Addington | 27 | 0 | 32 | 0 | 24 | 0 | 29 | 0 | Boolarra | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Agnes River | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Booran | 25 | 0 | 30 | 0 | 22 | 0 | 26 | 0 |
| Alberton | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Boort | 45 | 6 | 50 | 6 | 46 | 3 | 51 | 3 |
| Alexandra Road | 32 | 9 | 37 | 9 | 35 | 9 | 40 | 9 | Borung | 44 | 0 | 49 | 0 | 44 | 6 | 49 | 6 |
| Allansford | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 | Bowman | 15 | 6 | 50 | 6 | 48 | 6 | 53 | 6 |
| Allendale | 27 | 3 | 32 | 3 | 24 | 3 | 29 | 3 | Boys | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Amphitheatre | 40 | 3 | 45 | 3 | 37 | 9 | 42 | 9 | Branxholme | 35 | 0 | 40 | 0 | 32 | 0 | 37 | 0 |
| Antwerp | 56 | 6 | 61 | 6 | 51 | 6 | 56 | 6 | Bravington | 23 | 0 | 27 | 9 | 26 | 0 | 31 | 0 |
| Arapiles | 42 | 0 | 47 | 0 | 39 | 0 | 44 | 0 | Briargolong | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Ararat | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 | Bridgewater | 38 | 9 | 43 | 9 | 41 | 3 | 46 | 3 |
| Arcadia | 32 | 9 | 37 | 9 | 25 | 9 | 40 | 9 | Bright | 48 | 9 | 53 | 9 | 51 | 9 | 56 | 9 |
| Armstrong | 34 | 0 | 39 | 0 | 31 | 0 | 36 | 0 | Brim | 55 | 9 | 60 | 9 | 50 | 9 | 55 | 9 |
| Arnold | 41 | 0 | 46 | 0 | 38 | 9 | 43 | 9 | Broadford | 16 | 0 | 19 | 3 | 19 | 0 | 23 | 0 |
| Avenel | 24 | 3 | 29 | 3 | 27 | 3 | 32 | 3 | Brookfield | 45 | 0 | 50 | 0 | 48 | 0 | 53 | 0 |
| Avoca | 38 | 9 | 43 | 9 | 36 | 0 | 41 | 0 | Buapar | 27 | 0 | 32 | 0 | 24 | 0 | 29 | 0 |
| Axedale | 30 | 0 | 35 | 0 | 33 | 0 | 38 | 0 | Buckley | 9 | 6 | 11 | 6 | 6 | 6 | 8 | 6 |
| Bacchus Marsh | 11 | 3 | 13 | 6 | 14 | 3 | 17 | 3 | Buckrabanyule | 45 | 0 | 50 | 0 | 45 | 6 | 50 | 6 |
| Baddaginnie | 36 | 3 | 41 | 3 | 39 | 3 | 44 | 3 | Buffalo | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Bagshot | 36 | 0 | 41 | 0 | 39 | 0 | 44 | 0 | Bullabul | 40 | 0 | 45 | 0 | 39 | 9 | 44 | 9 |
| Bairnsdale | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Bullarto | 23 | 6 | 28 | 3 | 26 | 6 | 31 | 6 |
| Ballan | 17 | 0 | 20 | 6 | 20 | 0 | 24 | 0 | Bulu Bulu | 22 | 6 | 27 | 0 | 25 | 6 | 30 | 6 |
| Ballarat | 21 | 6 | 26 | 0 | 18 | 6 | 22 | 3 | Bungaree | 21 | 9 | 26 | 3 | 19 | 6 | 23 | 6 |
| Ballarat East | 21 | 6 | 26 | 0 | 18 | 6 | 22 | 3 | Bung Bong | 37 | 3 | 42 | 3 | 31 | 9 | 39 | 9 |
| Balmattum | 33 | 0 | 38 | 0 | 36 | 0 | 41 | 0 | Buninyong | 23 | 0 | 27 | 9 | 20 | 0 | 24 | 0 |
| Bannockburn | 6 | 6 | 8 | 0 | 3 | 6 | 4 | 6 | Bunyip | 16 | 6 | 20 | 0 | 19 | 6 | 23 | 6 |
| Barfold | 21 | 3 | 29 | 3 | 27 | 3 | 32 | 3 | Burrumbidgee | 25 | 0 | 30 | 0 | 22 | 0 | 26 | 0 |
| Barnawartha | 46 | 0 | 51 | 0 | 49 | 0 | 54 | 0 | Bushy Park | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Barrakee | 45 | 6 | 50 | 6 | 46 | 0 | 51 | 0 | Bylands | 13 | 6 | 16 | 3 | 16 | 6 | 20 | 0 |
| Barraport | 46 | 6 | 51 | 6 | 47 | 3 | 52 | 3 | Byrneside | 36 | 0 | 41 | 0 | 39 | 0 | 44 | 0 |
| Barwon Downs | 21 | 0 | 25 | 3 | 18 | 0 | 21 | 9 | Caldermeade | 15 | 6 | 18 | 9 | 18 | 6 | 22 | 3 |
| Bayswater | 7 | 0 | 8 | 6 | 10 | 0 | 12 | 0 | Camperdown | 22 | 6 | 27 | 0 | 19 | 6 | 23 | 6 |
| Beaconsfield | 10 | 0 | 12 | 0 | 13 | 0 | 15 | 9 | Cannie | 49 | 3 | 54 | 3 | 49 | 9 | 54 | 9 |
| Bealiba | 40 | 9 | 45 | 9 | 38 | 0 | 43 | 0 | Carapooee | 43 | 6 | 48 | 6 | 40 | 9 | 45 | 9 |
| Beaufort | 25 | 6 | 30 | 6 | 22 | 6 | 27 | 0 | Carisbrook | 35 | 0 | 40 | 0 | 31 | 3 | 39 | 3 |
| Beec | 21 | 6 | 26 | 0 | 18 | 6 | 22 | 3 | Carlsruhe | 18 | 0 | 21 | 9 | 21 | 0 | 25 | 3 |
| Beech Forest | 30 | 0 | 36 | 3 | 27 | 0 | 33 | 3 | Carrum | 8 | 0 | 9 | 9 | 11 | 0 | 13 | 3 |
| Beechworth | 45 | 9 | 50 | 9 | 48 | 9 | 53 | 9 | Casterton | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 |
| Beechworth Junction | 42 | 9 | 47 | 9 | 45 | 9 | 50 | 9 | Castlemaine | 26 | 3 | 31 | 3 | 29 | 3 | 34 | 3 |
| Bena | 22 | 0 | 26 | 6 | 25 | 0 | 30 | 0 | Cathkin | 31 | 6 | 36 | 6 | 34 | 6 | 39 | 6 |
| Benalla | 37 | 9 | 42 | 9 | 40 | 9 | 45 | 9 | Charlton | 46 | 0 | 51 | 0 | 46 | 9 | 51 | 9 |
| Bendigo | 33 | 9 | 38 | 9 | 36 | 9 | 41 | 9 | Cheviot | 28 | 3 | 33 | 3 | 31 | 3 | 36 | 3 |
| Berriwillcock | 52 | 6 | 57 | 6 | 53 | 3 | 58 | 3 | Chewton | 25 | 3 | 30 | 3 | 28 | 3 | 33 | 3 |
| Berwick | 9 | 6 | 11 | 6 | 12 | 6 | 15 | 0 | Chiltern | 45 | 6 | 50 | 6 | 48 | 6 | 53 | 6 |
| Bet Bet | 37 | 6 | 42 | 6 | 35 | 0 | 40 | 0 | Clunes | 28 | 6 | 33 | 6 | 26 | 6 | 30 | 6 |
| Bethanga | 48 | 9 | 53 | 9 | 51 | 9 | 56 | 9 | Clyde | 11 | 0 | 13 | 3 | 14 | 0 | 17 | 0 |
| Beulah | 57 | 0 | 62 | 0 | 51 | 9 | 56 | 9 | Coalville | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Beveridge | 9 | 3 | 11 | 3 | 12 | 3 | 14 | 9 | Cobden | 26 | 0 | 31 | 0 | 23 | 0 | 27 | 9 |
| Birchip | 51 | 3 | 56 | 3 | 49 | 6 | 54 | 6 | Cobram | 43 | 9 | 48 | 9 | 46 | 9 | 51 | 9 |
| Birregurra | 16 | 0 | 19 | 3 | 13 | 0 | 15 | 9 | Colac | 19 | 6 | 23 | 6 | 16 | 6 | 20 | 0 |
| Bittern | 14 | 6 | 17 | 6 | 17 | 6 | 20 | 0 | Coldstream | 9 | 3 | 11 | 3 | 12 | 3 | 14 | 9 |
| Bloomfield | 21 | 3 | 25 | 6 | 24 | 3 | 29 | 3 | Coleraine | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 |
| Blowhard | 25 | 0 | 30 | 0 | 22 | 0 | 26 | 6 | Condah | 35 | 0 | 40 | 0 | 32 | 0 | 37 | 0 |
| Boisbeat | 53 | 3 | 58 | 3 | 54 | 0 | 59 | 0 | Congupna Road | 37 | 0 | 42 | 0 | 40 | 0 | 45 | 0 |
| Boisdale | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Connewarre | 6 | 6 | 8 | 0 | 3 | 6 | 4 | 6 |
| Bolga | 50 | 3 | 55 | 3 | 53 | 3 | 58 | 3 | Cope Cope | 46 | 3 | 51 | 3 | 44 | 6 | 49 | 6 |
| Bolinda | 12 | 3 | 14 | 9 | 15 | 3 | 18 | 6 | Coromby | 45 | 0 | 50 | 0 | 42 | 0 | 47 | 0 |
| | | | | | | | | | Cosgrove | 38 | 9 | 43 | 9 | 41 | 9 | 46 | 9 |

† No Junction charge on Wool. The whole of the rates shown is payable to Victoria.

WOOL RATES—continued.

| From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | | From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | |
|-------------------|--|----|----------|----|-------------|----|----------|----|-------------------|--|----|----------|----|-------------|-----|----------|-----|
| | Greasy. | | Scoured. | | Greasy. | | Scoured. | | | Greasy. | | Scoured. | | Greasy. | | Scoured. | |
| | s. | d. | s. | d. | s. | d. | s. | d. | | s. | d. | s. | d. | s. | d. | s. | d. |
| Cowwarr ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Fernbank ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Craigieburn ... | 6 | 6 | 8 | 0 | 9 | 6 | 11 | 6 | Fern Hill ... | 20 | 6 | 24 | 9 | 23 | 6 | 28 | 3 |
| Cranbourne ... | 10 | 0 | 12 | 0 | 13 | 0 | 15 | 9 | Fish Creek ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Crichton ... | 29 | 9 | 34 | 9 | 32 | 9 | 37 | 9 | Flynn ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Creswick ... | 25 | 0 | 30 | 0 | 22 | 0 | 26 | 6 | Forrest ... | 22 | 6 | 27 | 0 | 19 | 6 | 23 | 6 |
| Crossley ... | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 | Poster ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Crossover ... | 24 | 3 | 29 | 3 | 27 | 3 | 32 | 3 | Franklin ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Crowland ... | 34 | 6 | 39 | 6 | 31 | 6 | 36 | 6 | Frankston ... | 9 | 6 | 11 | 6 | 12 | 6 | 15 | 0 |
| Croxton East ... | 33 | 0 | 38 | 0 | 30 | 0 | 35 | 0 | Fulham ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Crib Point ... | 15 | 6 | 18 | 9 | 18 | 6 | 22 | 3 | Ganna ... | 56 | 0 | 61 | 0 | 54 | 3 | 59 | 3 |
| Croydon ... | 7 | 0 | 8 | 6 | 10 | 0 | 12 | 0 | Galaquil ... | 56 | 6 | 61 | 6 | 51 | 6 | 56 | 6 |
| Cudgee ... | 29 | 0 | 34 | 0 | 26 | 0 | 31 | 0 | Garfield ... | 15 | 9 | 19 | 0 | 18 | 9 | 22 | 6 |
| Curyo ... | 52 | 9 | 57 | 9 | 51 | 0 | 56 | 0 | Garvoc ... | 27 | 6 | 32 | 6 | 24 | 6 | 29 | 6 |
| Dandenong ... | 7 | 0 | 8 | 6 | 10 | 0 | 11 | 6 | Geelong* ... | 5 | 0 | 6 | 0 | ... | ... | ... | ... |
| Darlimurla ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Gelliondale ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Darnum ... | 22 | 0 | 26 | 6 | 25 | 0 | 30 | 0 | Gembrook ... | 15 | 0 | 18 | 3 | 18 | 0 | 21 | 9 |
| Dawson ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Gerangamete ... | 21 | 0 | 25 | 3 | 18 | 0 | 21 | 9 |
| Daylesford ... | 25 | 6 | 30 | 6 | 28 | 6 | 33 | 6 | Gerang ... | 53 | 6 | 58 | 6 | 51 | 3 | 56 | 3 |
| Dean Marsh ... | 18 | 0 | 21 | 9 | 15 | 0 | 18 | 0 | Gheringhap ... | 6 | 6 | 8 | 0 | 3 | 6 | 4 | 6 |
| Deep Lead ... | 38 | 0 | 43 | 0 | 35 | 0 | 40 | 0 | Gisborne ... | 14 | 0 | 17 | 0 | 17 | 0 | 20 | 6 |
| Deer Park ... | 4 | 6 | 5 | 6 | 7 | 6 | 9 | 0 | Glenalbyn ... | 41 | 0 | 46 | 0 | 42 | 0 | 47 | 0 |
| Dennington ... | 28 | 0 | 33 | 0 | 23 | 0 | 30 | 0 | Glenfyne ... | 27 | 0 | 32 | 0 | 24 | 0 | 29 | 0 |
| Derby ... | 37 | 9 | 42 | 9 | 40 | 9 | 45 | 9 | Glenfarry ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Derrinal ... | 26 | 6 | 31 | 6 | 29 | 6 | 34 | 6 | Glenloth ... | 47 | 3 | 52 | 3 | 48 | 0 | 53 | 0 |
| Devenish ... | 40 | 9 | 45 | 9 | 43 | 9 | 48 | 9 | Glenorchy ... | 40 | 0 | 45 | 0 | 37 | 0 | 42 | 0 |
| Diapur ... | 57 | 6 | 62 | 6 | 54 | 6 | 59 | 6 | Glenrowan ... | 40 | 3 | 45 | 3 | 43 | 3 | 48 | 3 |
| Digger's Rest ... | 7 | 9 | 9 | 6 | 10 | 9 | 13 | 0 | Glen Thompson ... | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 |
| Dimboola ... | 52 | 6 | 57 | 6 | 50 | 0 | 55 | 0 | Golden Square ... | 33 | 6 | 38 | 6 | 36 | 6 | 41 | 6 |
| Dingee ... | 39 | 9 | 44 | 9 | 42 | 9 | 47 | 9 | Goldsbrough ... | 39 | 3 | 44 | 3 | 36 | 6 | 41 | 6 |
| Dobie ... | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 | Goorambat ... | 39 | 9 | 44 | 9 | 42 | 9 | 47 | 9 |
| Donald ... | 47 | 3 | 52 | 3 | 45 | 3 | 50 | 3 | Goornong ... | 37 | 0 | 42 | 0 | 40 | 0 | 45 | 0 |
| Donnybrook ... | 7 | 9 | 9 | 6 | 10 | 9 | 13 | 0 | Gordon ... | 19 | 6 | 23 | 6 | 21 | 9 | 26 | 3 |
| Dooen ... | 45 | 0 | 50 | 0 | 42 | 0 | 47 | 0 | Goroket ... | 42 | 0 | 47 | 0 | 39 | 0 | 44 | 0 |
| Dookie ... | 39 | 3 | 44 | 3 | 42 | 3 | 47 | 3 | Goyura ... | 58 | 3 | 63 | 3 | 53 | 3 | 58 | 3 |
| Drouin ... | 19 | 0 | 23 | 0 | 22 | 0 | 26 | 6 | Grassdale ... | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 |
| Drysdale ... | 7 | 6 | 9 | 0 | 4 | 6 | 5 | 6 | Great Western ... | 34 | 0 | 39 | 0 | 31 | 0 | 36 | 0 |
| Dunkeld ... | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 | Gredgwin ... | 47 | 0 | 52 | 0 | 47 | 9 | 52 | 9 |
| Dunnstown ... | 21 | 6 | 26 | 0 | 18 | 6 | 22 | 3 | Gritjurk ... | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 |
| Dunolly ... | 38 | 6 | 43 | 6 | 36 | 0 | 41 | 0 | Guildford ... | 28 | 6 | 33 | 6 | 31 | 6 | 36 | 6 |
| Dunneworthy ... | 34 | 6 | 39 | 6 | 31 | 6 | 36 | 6 | Gymbowen ... | 42 | 0 | 47 | 0 | 39 | 0 | 44 | 0 |
| Eaglehawk ... | 34 | 9 | 39 | 9 | 37 | 9 | 42 | 9 | Haddon ... | 24 | 6 | 29 | 6 | 21 | 6 | 26 | 0 |
| East Metcalfe ... | 22 | 6 | 27 | 0 | 25 | 6 | 30 | 6 | Hallam ... | 8 | 3 | 10 | 0 | 11 | 3 | 13 | 6 |
| Echuca ... | 42 | 0 | 47 | 0 | 45 | 0 | 50 | 0 | Hamilton ... | 33 | 0 | 38 | 0 | 30 | 0 | 35 | 0 |
| Edgecombe ... | 21 | 3 | 25 | 6 | 24 | 3 | 29 | 3 | Harcourt ... | 27 | 9 | 32 | 9 | 30 | 9 | 35 | 9 |
| Elaine ... | 15 | 0 | 18 | 0 | 12 | 0 | 14 | 6 | Hastings ... | 14 | 0 | 17 | 0 | 17 | 0 | 20 | 6 |
| Ellam ... | 59 | 0 | 64 | 0 | 53 | 9 | 58 | 9 | Hattah ... | 63 | 0 | 68 | 0 | 61 | 3 | 66 | 3 |
| Elmhurst ... | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 | Havelock ... | 37 | 0 | 42 | 0 | 34 | 3 | 39 | 3 |
| Elmore ... | 39 | 0 | 44 | 0 | 42 | 0 | 47 | 0 | Hawkesdale ... | 29 | 0 | 34 | 0 | 26 | 0 | 31 | 0 |
| Elphinstone ... | 24 | 0 | 29 | 0 | 27 | 0 | 32 | 0 | Hazelwood ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Emberton ... | 23 | 6 | 28 | 3 | 26 | 6 | 31 | 6 | Healesville ... | 13 | 6 | 16 | 3 | 16 | 6 | 20 | 0 |
| Emu ... | 42 | 0 | 47 | 0 | 39 | 6 | 44 | 6 | Heathcote ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Epping ... | 5 | 9 | 7 | 0 | 8 | 9 | 10 | 6 | Hedley ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Euron ... | 31 | 6 | 36 | 6 | 34 | 6 | 39 | 6 | Henty ... | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 |
| Eurobin ... | 47 | 9 | 52 | 9 | 50 | 9 | 55 | 9 | Heyfield ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Eversley ... | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 | Heywood ... | 35 | 0 | 40 | 0 | 32 | 0 | 37 | 0 |
| Everton ... | 44 | 6 | 49 | 6 | 47 | 6 | 52 | 6 | High Camp ... | 17 | 9 | 21 | 6 | 20 | 9 | 25 | 0 |
| Fairview ... | 47 | 9 | 52 | 9 | 48 | 3 | 53 | 3 | Hillside ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |

* The rates from Geelong to Melbourne shall also apply to wool from Geelong to Williamstown Pier, Port Melbourne Pier, Victoria Dock, and Victoria Park.

† On wool forwarded from the stations on the Goroke Line the amounts computed at the wool mileage scale for the local mileage, with Smalls minimum, shall be credited to the Goroke Line as its proportion of the revenue.

WOOL RATES—continued.

| From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | | From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | |
|-------------------------|---|----|----------|----|-------------|----|----------|----|--------------------|---|----|----------|----|-------------|----|----------|----|
| | Greasy. | | Scoured. | | Greasy. | | Scoured. | | | Greasy. | | Scoured. | | Greasy. | | Scoured. | |
| | s. | d. | s. | d. | s. | d. | s. | d. | | s. | d. | s. | d. | s. | d. | s. | d. |
| Hoddle Range ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Leonard ... | 27 | 9 | 32 | 9 | 28 | 9 | 33 | 9 |
| Homebush ... | 38 | 0 | 43 | 0 | 35 | 6 | 40 | 6 | Leongatha ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Homewood ... | 25 | 3 | 30 | 3 | 28 | 3 | 33 | 3 | Leslie ... | 12 | 6 | 15 | 0 | 15 | 6 | 18 | 9 |
| Hopetoun ... | 59 | 0 | 64 | 0 | 53 | 9 | 58 | 9 | Lethbridge ... | 10 | 0 | 12 | 0 | 7 | 0 | 8 | 6 |
| Horsham ... | 45 | 0 | 50 | 0 | 42 | 0 | 47 | 0 | Lillico ... | 21 | 9 | 26 | 3 | 21 | 9 | 29 | 9 |
| Huntly ... | 35 | 0 | 40 | 0 | 38 | 0 | 43 | 0 | Lillimur ... | 59 | 6 | 64 | 6 | 56 | 9 | 61 | 9 |
| Huon ... | 49 | 6 | 54 | 6 | 52 | 6 | 57 | 6 | Lilliput ... | 45 | 0 | 50 | 0 | 48 | 0 | 53 | 0 |
| Illova ... | 28 | 0 | 33 | 0 | 25 | 0 | 30 | 0 | Lilydale ... | 8 | 9 | 10 | 6 | 11 | 9 | 14 | 3 |
| Inglewood ... | 39 | 6 | 44 | 6 | 40 | 3 | 45 | 3 | Lindenow ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Ingliston ... | 15 | 6 | 18 | 9 | 18 | 6 | 22 | 3 | Linton ... | 25 | 6 | 30 | 6 | 22 | 6 | 27 | 0 |
| Irrewarra ... | 18 | 6 | 22 | 3 | 15 | 6 | 18 | 9 | Litchfield ... | 48 | 3 | 53 | 3 | 46 | 6 | 51 | 6 |
| Irymple ... | 50 | 0 | 55 | 0 | 50 | 0 | 55 | 0 | Little River ... | 5 | 0 | 6 | 0 | 5 | 0 | 6 | 0 |
| Jeetho ... | 21 | 0 | 25 | 3 | 24 | 0 | 29 | 0 | Llanely ... | 40 | 9 | 45 | 9 | 38 | 3 | 43 | 3 |
| Jeparit ... | 58 | 0 | 63 | 0 | 53 | 0 | 58 | 0 | Locksley ... | 27 | 0 | 32 | 0 | 30 | 0 | 35 | 0 |
| Joyce's Creek ... | 32 | 0 | 37 | 0 | 35 | 0 | 40 | 0 | Loch ... | 20 | 0 | 24 | 0 | 23 | 0 | 27 | 9 |
| Jumbunna ... | 24 | 6 | 29 | 6 | 27 | 6 | 32 | 6 | Londrigan ... | 43 | 6 | 48 | 6 | 46 | 6 | 51 | 6 |
| Jung ... | 45 | 0 | 50 | 0 | 42 | 0 | 47 | 0 | Longlea ... | 31 | 0 | 36 | 0 | 34 | 0 | 39 | 0 |
| Kaneira ... | 51 | 6 | 56 | 6 | 52 | 3 | 57 | 3 | Longwarry ... | 17 | 6 | 21 | 0 | 20 | 6 | 24 | 9 |
| Kangaroo ... | 32 | 9 | 37 | 9 | 35 | 9 | 40 | 9 | Longwood ... | 28 | 6 | 33 | 6 | 31 | 6 | 36 | 6 |
| Kaniva ... | 59 | 0 | 64 | 0 | 56 | 0 | 61 | 0 | Lower Ferntree ... | 8 | 0 | 9 | 9 | 11 | 0 | 13 | 3 |
| Kanumbra ... | 34 | 0 | 39 | 0 | 37 | 0 | 42 | 0 | Gully ... | | | | | | | | |
| Kardella ... | 24 | 3 | 29 | 3 | 27 | 3 | 32 | 3 | Loy Yang ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Karyrie ... | 52 | 0 | 57 | 0 | 50 | 3 | 55 | 3 | Lubeck ... | 40 | 0 | 45 | 0 | 37 | 0 | 42 | 0 |
| Katamatite ... | 42 | 6 | 47 | 6 | 45 | 6 | 50 | 6 | Lyonville ... | 23 | 0 | 27 | 9 | 26 | 0 | 31 | 0 |
| Katunga ... | 41 | 0 | 46 | 0 | 44 | 0 | 49 | 0 | Lyndhurst ... | 8 | 3 | 10 | 0 | 11 | 3 | 13 | 6 |
| Kellalac ... | 52 | 6 | 57 | 6 | 48 | 6 | 53 | 6 | Macedon ... | 15 | 3 | 18 | 6 | 18 | 3 | 22 | 0 |
| Kerang ... | 46 | 9 | 51 | 9 | 49 | 9 | 54 | 9 | Macorna ... | 45 | 0 | 50 | 0 | 48 | 0 | 53 | 0 |
| Kerrisdale ... | 23 | 3 | 28 | 0 | 26 | 3 | 31 | 3 | Maffra ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Kiata ... | 55 | 0 | 60 | 0 | 52 | 0 | 57 | 0 | Maindample ... | 38 | 0 | 43 | 0 | 41 | 0 | 46 | 0 |
| Kilmore ... | 14 | 9 | 17 | 9 | 17 | 9 | 21 | 6 | Maldon ... | 30 | 0 | 35 | 0 | 33 | 0 | 38 | 0 |
| Kilmore East ... | 14 | 0 | 17 | 0 | 17 | 0 | 20 | 6 | Malmesbury ... | 21 | 9 | 26 | 3 | 24 | 9 | 29 | 3 |
| Kingston ... | 27 | 0 | 32 | 0 | 24 | 0 | 29 | 0 | Mangalore ... | 23 | 0 | 27 | 9 | 26 | 0 | 31 | 0 |
| Kinnabulla ... | 52 | 6 | 57 | 6 | 50 | 6 | 55 | 6 | Mannerinn ... | 8 | 6 | 10 | 3 | 5 | 6 | 7 | 0 |
| Kirkstall ... | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 | Mansfield ... | 39 | 9 | 44 | 9 | 42 | 9 | 47 | 9 |
| Koowsley ... | 27 | 9 | 32 | 9 | 30 | 9 | 35 | 9 | Marong ... | 36 | 0 | 41 | 0 | 39 | 0 | 44 | 0 |
| Koonwarra ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Maroona ... | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 |
| Kooweerup ... | 14 | 3 | 17 | 3 | 17 | 3 | 20 | 9 | Maryborough ... | 36 | 0 | 41 | 0 | 32 | 9 | 37 | 9 |
| Kooweerup West ... | 13 | 3 | 16 | 0 | 16 | 3 | 19 | 6 | Massey ... | 49 | 0 | 54 | 0 | 47 | 3 | 52 | 3 |
| Korong Vale ... | 43 | 3 | 48 | 3 | 44 | 0 | 49 | 0 | Meatman ... | 51 | 0 | 56 | 0 | 51 | 9 | 56 | 9 |
| Koroit ... | 28 | 0 | 33 | 0 | 25 | 0 | 30 | 0 | Meenyan ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Korumburra ... | 23 | 3 | 28 | 0 | 26 | 3 | 31 | 3 | Melton ... | 8 | 3 | 10 | 0 | 11 | 3 | 13 | 6 |
| Koyuga ... | 40 | 3 | 45 | 3 | 43 | 3 | 48 | 3 | Meredith ... | 13 | 0 | 15 | 9 | 10 | 0 | 12 | 0 |
| Kurting ... | 40 | 3 | 45 | 3 | 41 | 0 | 46 | 0 | Merrigum ... | 37 | 0 | 42 | 0 | 40 | 0 | 45 | 0 |
| Kyabram ... | 38 | 0 | 43 | 0 | 41 | 0 | 46 | 0 | Merino ... | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 |
| Kyneton ... | 19 | 6 | 23 | 6 | 22 | 6 | 27 | 0 | Merton ... | 35 | 3 | 40 | 3 | 38 | 3 | 43 | 3 |
| Lah ... | 55 | 3 | 60 | 3 | 50 | 3 | 55 | 3 | Middle Creek ... | 27 | 0 | 32 | 0 | 24 | 0 | 29 | 0 |
| Lake Boga ... | 50 | 0 | 55 | 0 | 53 | 0 | 58 | 0 | Mildura ... | 50 | 0 | 55 | 0 | 50 | 0 | 55 | 0 |
| Lake Buloke ... | 47 | 9 | 52 | 9 | 46 | 0 | 51 | 0 | Millbrook ... | 20 | 0 | 24 | 0 | 21 | 0 | 25 | 3 |
| Lake Charm ... | 48 | 3 | 53 | 3 | 51 | 3 | 56 | 8 | Milltown ... | 35 | 0 | 40 | 0 | 32 | 0 | 37 | 0 |
| Lalbert ... | 50 | 0 | 55 | 0 | 50 | 9 | 55 | 9 | Mincha ... | 44 | 3 | 49 | 3 | 47 | 3 | 52 | 3 |
| Lal Lal ... | 17 | 0 | 20 | 6 | 14 | 0 | 17 | 0 | Minhamite ... | 29 | 0 | 34 | 0 | 26 | 0 | 31 | 0 |
| Lancefield ... | 15 | 9 | 19 | 0 | 18 | 9 | 22 | 6 | Minyip ... | 46 | 6 | 51 | 6 | 43 | 6 | 48 | 6 |
| Lancefield Junction ... | 11 | 3 | 13 | 6 | 14 | 3 | 17 | 3 | Miram ... | 58 | 0 | 63 | 0 | 55 | 3 | 60 | 3 |
| Lang Lang ... | 16 | 6 | 20 | 0 | 19 | 6 | 23 | 6 | Mitiamo ... | 41 | 9 | 46 | 9 | 44 | 9 | 49 | 9 |
| Langwarrin ... | 10 | 6 | 12 | 9 | 13 | 6 | 16 | 3 | Mitre Lake ... | 42 | 0 | 47 | 0 | 39 | 0 | 44 | 0 |
| Lara ... | 5 | 0 | 6 | 0 | 3 | 6 | 4 | 6 | Moe ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Larpen ... | 21 | 6 | 26 | 0 | 18 | 6 | 22 | 3 | Mologa ... | 42 | 6 | 47 | 6 | 45 | 6 | 50 | 6 |
| Lascelles ... | 55 | 3 | 60 | 3 | 53 | 6 | 58 | 6 | Molesworth ... | 30 | 6 | 35 | 6 | 33 | 6 | 38 | 6 |
| Laurie ... | 39 | 9 | 44 | 9 | 37 | 0 | 42 | 0 | Monea ... | 25 | 6 | 30 | 6 | 28 | 6 | 33 | 6 |
| Laverton ... | 5 | 0 | 6 | 0 | 5 | 0 | 6 | 0 | Monegetta ... | 13 | 0 | 15 | 9 | 16 | 0 | 19 | 3 |
| Learnmonth ... | 26 | 0 | 31 | 0 | 23 | 0 | 27 | 9 | Monomeith ... | 14 | 9 | 17 | 9 | 17 | 9 | 21 | 6 |
| Leichardt ... | 37 | 0 | 42 | 0 | 40 | 0 | 45 | 0 | Moolort ... | 33 | 9 | 38 | 9 | 35 | 3 | 40 | 3 |

WOOL RATES—continued.

| From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | | From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | |
|----------------|--|----|----------|----|-------------|-----|----------|-----|--------------------|--|-----|----------|-----|-------------|-----|----------|-----|
| | Greasy. | | Scoured. | | Greasy. | | Scoured. | | | Greasy. | | Scoured. | | Greasy. | | Scoured. | |
| | s. | d. | s. | d. | s. | d. | s. | d. | | s. | d. | s. | d. | s. | d. | s. | d. |
| Moorabool | 6 | 6 | 8 | 0 | 3 | 6 | 4 | 6 | Porepunkah | 48 | 6 | 53 | 6 | 51 | 6 | 56 | 6 |
| Moorooduc | 12 | 3 | 14 | 9 | 15 | 3 | 18 | 6 | Portland | 35 | 0 | 40 | 0 | 32 | 0 | 37 | 0 |
| Mooroolbark | 7 | 9 | 9 | 6 | 10 | 9 | 13 | 0 | Port Albert | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Mooroopna | 35 | 6 | 40 | 6 | 38 | 6 | 43 | 6 | Port Fairy | 20 | 0 | 35 | 0 | 27 | 0 | 32 | 0 |
| Morandine | 17 | 0 | 21 | 6 | 20 | 0 | 24 | 0 | Prairie | 40 | 3 | 45 | 3 | 43 | 3 | 48 | 3 |
| Mordialloc | 6 | 6 | 8 | 0 | 9 | 6 | 11 | 6 | Pullat | 59 | 6 | 64 | 6 | 54 | 3 | 59 | 3 |
| Moriae | 9 | 0 | 11 | 0 | 6 | 0 | 7 | 3 | Purdeet | 31 | 0 | 36 | 0 | 28 | 0 | 33 | 0 |
| Mornington Jn. | 11 | 3 | 13 | 6 | 14 | 3 | 17 | 3 | Pyalong | 19 | 6 | 23 | 6 | 22 | 6 | 27 | 0 |
| Mornington | 13 | 6 | 16 | 3 | 16 | 6 | 20 | 0 | Pyramid | 43 | 9 | 48 | 9 | 46 | 9 | 51 | 9 |
| Mortlake | 27 | 0 | 32 | 0 | 24 | 0 | 29 | 0 | Quambatook | 48 | 3 | 53 | 3 | 49 | 0 | 54 | 0 |
| Morton Plains | 50 | 3 | 55 | 3 | 48 | 6 | 53 | 6 | Queenscliff | 10 | 6 | 12 | 9 | 7 | 6 | 9 | 0 |
| Morwell | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Rainbow | 60 | 6 | 65 | 6 | 55 | 3 | 60 | 3 |
| Murro | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Ravenswood | 30 | 6 | 35 | 6 | 33 | 6 | 38 | 6 |
| Murchison | 31 | 0 | 36 | 0 | 31 | 0 | 39 | 0 | Raywood | 37 | 3 | 42 | 3 | 40 | 3 | 45 | 3 |
| Murchison East | 30 | 9 | 35 | 9 | 33 | 9 | 38 | 9 | Redesdale Junction | 20 | 6 | 24 | 9 | 23 | 6 | 28 | 3 |
| Murroon | 19 | 6 | 23 | 6 | 16 | 6 | 20 | 0 | Redesdale | 26 | 0 | 31 | 0 | 29 | 0 | 34 | 0 |
| Murtoa | 42 | 6 | 47 | 6 | 39 | 6 | 44 | 6 | Reedy Lake | 47 | 6 | 52 | 6 | 50 | 6 | 55 | 6 |
| Musk Creek | 24 | 6 | 29 | 6 | 27 | 6 | 32 | 6 | Riddell | 12 | 6 | 15 | 0 | 15 | 6 | 18 | 9 |
| Myamyn | 35 | 0 | 40 | 0 | 32 | 0 | 37 | 0 | Ringwood | 6 | 0 | 7 | 3 | 9 | 0 | 11 | 0 |
| Myrtleford | 46 | 6 | 51 | 6 | 49 | 6 | 54 | 6 | Rockbank | 7 | 0 | 8 | 6 | 10 | 0 | 12 | 0 |
| Mysia | 44 | 6 | 49 | 6 | 45 | 0 | 50 | 0 | Rockylead | 29 | 0 | 34 | 0 | 27 | 3 | 32 | 3 |
| Mystic Park | 49 | 0 | 54 | 0 | 52 | 0 | 57 | 0 | Rochester | 40 | 9 | 45 | 9 | 43 | 9 | 48 | 9 |
| Nagambie | 26 | 6 | 31 | 6 | 29 | 6 | 34 | 6 | Rokeyby | 23 | 6 | 28 | 3 | 26 | 6 | 31 | 6 |
| Nar Nar Goon | 14 | 0 | 17 | 0 | 17 | 0 | 20 | 6 | Romsey | 14 | 3 | 17 | 3 | 17 | 3 | 20 | 9 |
| Naroghid | 27 | 0 | 32 | 0 | 24 | 0 | 29 | 0 | Rosebery | 58 | 0 | 63 | 0 | 52 | 9 | 57 | 9 |
| Narraean | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Rosedale | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Narre Warren | 9 | 0 | 11 | 0 | 12 | 1 | 14 | 6 | Rowsley | 12 | 3 | 14 | 9 | 15 | 3 | 18 | 6 |
| Nathalia | 42 | 6 | 47 | 6 | 45 | 6 | 50 | 6 | Ruby | 23 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Natimuk | 42 | 0 | 47 | 0 | 39 | 0 | 44 | 0 | Rupanyup | 43 | 6 | 48 | 6 | 40 | 6 | 45 | 6 |
| Necrim South | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Rushworth | 34 | 6 | 39 | 6 | 37 | 6 | 42 | 6 |
| Newlyn | 29 | 0 | 34 | 0 | 26 | 0 | 31 | 0 | Rutherglen | 45 | 6 | 50 | 6 | 48 | 6 | 53 | 6 |
| Newstead | 31 | 0 | 36 | 0 | 34 | 0 | 39 | 0 | Sailors Falls | 27 | 3 | 32 | 3 | 29 | 0 | 34 | 0 |
| Newtown | 25 | 6 | 30 | 6 | 22 | 6 | 27 | 0 | Sale | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Nhill | 56 | 6 | 61 | 6 | 53 | 0 | 58 | 0 | Salisbury | 56 | 0 | 61 | 0 | 52 | 3 | 57 | 3 |
| Nooramunga | 40 | 0 | 45 | 0 | 43 | 0 | 48 | 0 | Sandford | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 |
| Noradjuha | 42 | 0 | 47 | 0 | 39 | 0 | 44 | 0 | Scarsdale | 25 | 6 | 30 | 6 | 22 | 6 | 27 | 0 |
| North Creswick | 25 | 6 | 30 | 6 | 22 | 6 | 27 | 0 | Sea Lake | 54 | 0 | 59 | 0 | 54 | 9 | 59 | 9 |
| „ Geelong | 5 | 0 | 6 | 0 | ... | ... | ... | ... | Sebastian | 36 | 6 | 41 | 6 | 39 | 6 | 44 | 6 |
| „ Mirboo | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Serviceton | 60 | 6 | 65 | 6 | 57 | 9 | 62 | 9 |
| „ Monegetta | 13 | 6 | 16 | 3 | 16 | 6 | 20 | 0 | Seymour | 21 | 0 | 25 | 3 | 24 | 0 | 29 | 0 |
| Nullan | 48 | 6 | 53 | 6 | 45 | 6 | 50 | 6 | Sheep Hills | 50 | 0 | 55 | 0 | 47 | 9 | 52 | 0 |
| Nullawil | 50 | 3 | 55 | 3 | 50 | 9 | 55 | 9 | Shelbourne | 33 | 0 | 38 | 0 | 36 | 0 | 41 | 0 |
| Numurkah | 40 | 0 | 45 | 0 | 43 | 0 | 48 | 0 | Shepparton | 36 | 0 | 41 | 0 | 39 | 0 | 44 | 0 |
| Nyora | 19 | 0 | 23 | 0 | 22 | 0 | 26 | 6 | Smythesdale | 25 | 6 | 30 | 6 | 22 | 6 | 27 | 0 |
| Oakvale | 47 | 6 | 52 | 6 | 48 | 3 | 53 | 3 | Somerville | 12 | 0 | 14 | 6 | 15 | 0 | 18 | 0 |
| Officer | 11 | 0 | 13 | 3 | 14 | 0 | 17 | 0 | South Elmore | 38 | 3 | 43 | 3 | 41 | 3 | 46 | 3 |
| Ondit | 20 | 0 | 24 | 0 | 17 | 0 | 20 | 6 | South Geelong | 6 | 6 | 8 | 0 | 3 | 6 | 4 | 6 |
| Outtrim | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | South Heathcote | 24 | 3 | 29 | 3 | 27 | 3 | 32 | 3 |
| Ouyen | 60 | 6 | 65 | 6 | 58 | 9 | 63 | 9 | South Morang | 7 | 0 | 8 | 6 | 10 | 0 | 12 | 0 |
| Pakenham | 12 | 3 | 14 | 9 | 15 | 3 | 18 | 6 | South Yan Yean | 8 | 0 | 9 | 9 | 11 | 0 | 13 | 3 |
| Painswick | 39 | 3 | 44 | 3 | 36 | 6 | 41 | 6 | Springhurst | 44 | 3 | 49 | 3 | 47 | 3 | 52 | 3 |
| Palmerston | 46 | 0 | 51 | 0 | 49 | 0 | 54 | 0 | St. Arnaud | 44 | 3 | 49 | 3 | 42 | 0 | 47 | 0 |
| Parwan | 10 | 6 | 12 | 9 | 13 | 6 | 16 | 3 | Stawell | 36 | 6 | 41 | 6 | 33 | 6 | 38 | 6 |
| Pannure | 29 | 0 | 34 | 0 | 26 | 0 | 31 | 0 | Stratford | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Pennyroyal | 18 | 6 | 22 | 3 | 15 | 6 | 18 | 9 | Stratmerton | 42 | 3 | 47 | 3 | 45 | 3 | 50 | 3 |
| Penshurst | 31 | 0 | 36 | 0 | 28 | 0 | 33 | 0 | St. James | 41 | 6 | 46 | 6 | 44 | 6 | 49 | 6 |
| Pettavel | 7 | 6 | 8 | 0 | 4 | 6 | 5 | 6 | St. Mary's | ... | ... | ... | ... | ... | ... | ... | ... |
| Picola | 43 | 6 | 48 | 6 | 46 | 6 | 51 | 6 | Stoneyford | 22 | 6 | 27 | 0 | 19 | 6 | 23 | 6 |
| Pimpinio | 47 | 6 | 52 | 6 | 44 | 6 | 49 | 6 | Stony Creek | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Pine Lodge | 37 | 6 | 42 | 6 | 40 | 6 | 45 | 6 | Stony Point | 15 | 9 | 19 | 0 | 18 | 9 | 22 | 6 |
| Pirron Yallock | 22 | 6 | 27 | 0 | 19 | 6 | 23 | 6 | Sunbury | 8 | 9 | 10 | 6 | 11 | 9 | 14 | 3 |
| Pomborneit | 22 | 6 | 27 | 0 | 19 | 6 | 23 | 6 | | | | | | | | | |

WOOL RATES—continued.

| From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | From— | To Melbourne, Kensington, South Kensington, and Newmarket. | | | | To Geelong. | | | | | | |
|-------------------|--|-------|----------|-------|-------------|-------|--|-------|--------------------|-------|-------------|----|---|----|---|----|---|
| | Greasy. | | Scoured. | | | | Greasy. | | Scoured. | | | | | | | | |
| | s. d. | s. d. | s. d. | s. d. | | | s. d. | s. d. | s. d. | s. d. | | | | | | | |
| Sutherland ... | 45 | 0 | 50 | 0 | 43 | 3 | 48 | 3 | Wal Wal ... | 40 | 0 | 45 | 0 | 37 | 0 | 42 | 0 |
| Swan Hill ... | 51 | 3 | 56 | 3 | 54 | 3 | 59 | 3 | Wandong ... | 12 | 3 | 14 | 9 | 15 | 3 | 18 | 6 |
| Swanwater ... | 45 | 6 | 50 | 6 | 43 | 9 | 48 | 9 | Wangaratta ... | 42 | 3 | 47 | 3 | 45 | 3 | 50 | 3 |
| Sydenham ... | 5 | 9 | 7 | 0 | 8 | 9 | 10 | 6 | Wannon ... | 37 | 6 | 42 | 6 | 34 | 6 | 39 | 6 |
| Tablik ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Waranga ... | 33 | 0 | 38 | 0 | 36 | 0 | 41 | 0 |
| Talbot... .. | 32 | 9 | 37 | 9 | 29 | 9 | 34 | 9 | Warburton ... | 16 | 6 | 20 | 0 | 19 | 6 | 23 | 6 |
| Tallangatta ... | 51 | 0 | 56 | 0 | 54 | 0 | 59 | 0 | Warracourt ... | 17 | 0 | 20 | 6 | 14 | 0 | 17 | 0 |
| Tallarook ... | 19 | 0 | 23 | 0 | 22 | 0 | 26 | 6 | Warracknabeal... | 54 | 3 | 59 | 3 | 49 | 0 | 54 | 0 |
| Tallygaroopna ... | 38 | 0 | 43 | 0 | 41 | 0 | 46 | 0 | Warragul ... | 20 | 9 | 25 | 0 | 23 | 9 | 28 | 6 |
| Tandara ... | 38 | 9 | 43 | 9 | 41 | 9 | 46 | 9 | Warrayadin ... | 33 | 6 | 38 | 6 | 30 | 6 | 35 | 6 |
| Taradale ... | 23 | 0 | 27 | 9 | 26 | 0 | 31 | 0 | Warrenheip ... | 21 | 9 | 25 | 3 | 18 | 0 | 21 | 9 |
| Tarnagulla ... | 40 | 8 | 45 | 3 | 37 | 9 | 42 | 9 | Warrnambool ... | 28 | 0 | 33 | 0 | 25 | 0 | 30 | 0 |
| Tarranginnie ... | 57 | 0 | 62 | 0 | 54 | 0 | 59 | 0 | Warrong ... | 29 | 0 | 34 | 0 | 26 | 0 | 31 | 0 |
| Tarranyurk ... | 57 | 3 | 62 | 3 | 52 | 3 | 57 | 3 | Watchem ... | 49 | 9 | 54 | 9 | 47 | 9 | 52 | 9 |
| Tarrawarra ... | 12 | 0 | 14 | 6 | 15 | 0 | 18 | 0 | Watchupga ... | 53 | 9 | 58 | 9 | 52 | 0 | 57 | 0 |
| Tarrawingee ... | 44 | 0 | 49 | 0 | 47 | 0 | 52 | 0 | Waubra ... | 28 | 0 | 33 | 0 | 25 | 0 | 30 | 0 |
| Tarwin ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Wedderburn Jn. ... | 42 | 3 | 47 | 3 | 43 | 3 | 48 | 3 |
| Tatura ... | 35 | 6 | 40 | 6 | 38 | 6 | 43 | 6 | Wedderburn ... | 43 | 3 | 48 | 3 | 43 | 9 | 48 | 9 |
| Teddywaddy ... | 46 | 9 | 51 | 9 | 47 | 3 | 52 | 3 | Weerite ... | 22 | 6 | 27 | 0 | 19 | 6 | 23 | 6 |
| Telford ... | 43 | 9 | 48 | 9 | 46 | 9 | 51 | 9 | Welshpool ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Terang ... | 26 | 0 | 31 | 0 | 23 | 0 | 27 | 9 | Werribee ... | 5 | 0 | 6 | 0 | 5 | 0 | 6 | 0 |
| Thomastown ... | 5 | 0 | 6 | 0 | 8 | 0 | 9 | 9 | Whitlaw ... | 22 | 6 | 27 | 0 | 25 | 6 | 30 | 6 |
| Thorpdale ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Whittlesea ... | 10 | 0 | 12 | 0 | 13 | 0 | 15 | 9 |
| Timboon ... | 27 | 0 | 32 | 0 | 24 | 0 | 29 | 0 | Whroo Road ... | 32 | 0 | 37 | 0 | 35 | 0 | 40 | 0 |
| Tinamba ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Wickliffe Road ... | 30 | 0 | 35 | 0 | 27 | 0 | 32 | 0 |
| Tocumwal Bridge | 43 | 9 | 48 | 9 | 46 | 9 | 51 | 9 | Willowmavin ... | 15 | 9 | 19 | 0 | 18 | 9 | 22 | 6 |
| Tongala ... | 39 | 6 | 44 | 6 | 42 | 6 | 47 | 6 | Winchelsea ... | 11 | 6 | 14 | 0 | 8 | 6 | 10 | 3 |
| Tooborac ... | 21 | 3 | 25 | 6 | 24 | 3 | 29 | 3 | Windermere ... | 25 | 0 | 30 | 0 | 22 | 0 | 26 | 6 |
| Toolamba ... | 34 | 3 | 39 | 3 | 37 | 3 | 42 | 3 | Winton ... | 38 | 9 | 43 | 9 | 41 | 9 | 46 | 9 |
| Toongabbie ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Wodonga ... | 47 | 9 | 52 | 9 | 50 | 9 | 55 | 9 |
| Toora ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Wombāt ... | 28 | 6 | 33 | 6 | 27 | 9 | 32 | 9 |
| Tooradin ... | 12 | 6 | 15 | 0 | 15 | 6 | 18 | 9 | Woodend ... | 16 | 9 | 20 | 3 | 19 | 9 | 23 | 9 |
| Tourello ... | 27 | 6 | 32 | 6 | 24 | 6 | 29 | 6 | Woodfield ... | 36 | 6 | 41 | 6 | 39 | 6 | 44 | 6 |
| Traawool ... | 21 | 3 | 25 | 6 | 24 | 3 | 29 | 3 | Woolsthorpe ... | 29 | 0 | 34 | 0 | 26 | 0 | 31 | 0 |
| Trafalgar ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Woomelang ... | 54 | 6 | 59 | 6 | 52 | 9 | 57 | 9 |
| Tragowel ... | 45 | 9 | 50 | 9 | 48 | 9 | 53 | 9 | Wooragee ... | 40 | 9 | 51 | 9 | 49 | 9 | 54 | 9 |
| Traralgon ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 | Wunghnu ... | 39 | 0 | 44 | 0 | 42 | 0 | 47 | 0 |
| Trawalla ... | 25 | 6 | 30 | 6 | 22 | 6 | 27 | 0 | Wycheproof ... | 48 | 0 | 53 | 0 | 48 | 9 | 53 | 9 |
| Trentham ... | 21 | 9 | 26 | 3 | 24 | 9 | 29 | 9 | Wycheville ... | 44 | 3 | 49 | 3 | 44 | 9 | 49 | 9 |
| Tungamah ... | 43 | 0 | 48 | 0 | 46 | 0 | 51 | 0 | Yabba North ... | 40 | 9 | 45 | 9 | 43 | 9 | 48 | 9 |
| Tyabb... .. | 13 | 0 | 15 | 9 | 16 | 0 | 19 | 3 | Yabba South ... | 40 | 0 | 45 | 0 | 43 | 0 | 48 | 0 |
| Tylden ... | 19 | 6 | 23 | 6 | 22 | 6 | 27 | 0 | Yackandandah ... | 47 | 6 | 52 | 6 | 50 | 6 | 55 | 6 |
| Tynong ... | 14 | 9 | 17 | 9 | 17 | 9 | 21 | 6 | Yan Yean ... | 8 | 9 | 10 | 6 | 11 | 9 | 14 | 3 |
| Tyrrell Creek ... | 49 | 3 | 54 | 3 | 50 | 0 | 55 | 0 | Yarek ... | 32 | 6 | 37 | 6 | 35 | 6 | 40 | 6 |
| Ultima ... | 52 | 0 | 57 | 0 | 52 | 9 | 57 | 9 | Yarra Glen ... | 11 | 0 | 13 | 3 | 14 | 0 | 17 | 0 |
| Up. Fern T. Gully | 8 | 3 | 10 | 0 | 11 | 3 | 13 | 6 | Yarragon ... | 23 | 3 | 28 | 0 | 26 | 3 | 31 | 3 |
| Vectis ... | 42 | 0 | 47 | 0 | 39 | 0 | 44 | 0 | Yarrowonga ... | 44 | 6 | 49 | 6 | 47 | 6 | 52 | 6 |
| Violet Town ... | 34 | 6 | 39 | 6 | 37 | 6 | 42 | 6 | Yarroweyah ... | 43 | 0 | 48 | 0 | 46 | 0 | 51 | 0 |
| Wahgunyah ... | 46 | 0 | 51 | 0 | 49 | 0 | 54 | 0 | Yatchaw ... | 33 | 0 | 38 | 0 | 30 | 0 | 35 | 0 |
| Wahring ... | 28 | 6 | 33 | 6 | 31 | 6 | 36 | 6 | Yea ... | 27 | 0 | 32 | 0 | 30 | 0 | 35 | 0 |
| Waata... .. | 41 | 0 | 46 | 0 | 44 | 0 | 49 | 0 | Yering ... | 10 | 3 | 12 | 6 | 13 | 3 | 16 | 0 |
| Wail ... | 50 | 0 | 55 | 0 | 47 | 0 | 52 | 0 | Yendon ... | 18 | 0 | 21 | 9 | 15 | 0 | 18 | 0 |
| Wallace ... | 21 | 0 | 25 | 3 | 20 | 6 | 24 | 9 | Yinnar ... | 25 | 0 | 30 | 0 | 28 | 0 | 33 | 0 |
| Wallan ... | 10 | 6 | 12 | 9 | 13 | 6 | 16 | 3 | Younnmitte ... | 41 | 6 | 46 | 6 | 44 | 6 | 49 | 6 |

NOTE.—Wool forwarded to the Victoria Dock from stations other than Melbourne shall be charged 6d. per ton in addition to the rates to Melbourne.

RATES FOR WOOL FROM STATIONS AS UNDER TO WESTERN DISTRICT PORTS.

RATES PER TON.

| From— | To Portland Station or Pier. | | To Port Fairy. | | To Warrnambool Station or Pier. | |
|--------------------|---------------------------------|----------|----------------|----------|------------------------------------|----------|
| | Greasy. | Scoured. | Greasy. | Scoured. | Greasy. | Scoured. |
| | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| Allansford ... | ... | ... | 10 0 | 12 0 | 4 0 | 5 0 |
| Bochara ... | 14 0 | 17 0 | 14 0 | 17 0 | 14 0 | 17 0 |
| Boorcan ... | ... | ... | 16 0 | 19 3 | 9 6 | 11 6 |
| Branxholme ... | 11 0 | 13 3 | ... | ... | ... | ... |
| Camperdown ... | ... | ... | 17 6 | 21 0 | 11 0 | 13 3 |
| Casterton ... | 15 0 | 18 0 | ... | ... | ... | ... |
| Cobden ... | ... | ... | 19 6 | 23 6 | 13 0 | 15 9 |
| Coleraine ... | 15 0 | 18 0 | 15 0 | 18 0 | 15 0 | 18 0 |
| Coudah ... | 9 6 | 11 6 | ... | ... | ... | ... |
| Crossley ... | ... | ... | 4 0 | 5 0 | 4 9 | 5 9 |
| Croxton East ... | 15 0 | 18 0 | 13 0 | 15 9 | 13 0 | 15 9 |
| Cudgee ... | ... | ... | 12 0 | 14 6 | 4 6 | 5 6 |
| Dennington ... | ... | ... | 5 6 | 6 9 | 4 0 | 5 0 |
| Dunkeld ... | 18 0 | 21 9 | 18 0 | 21 9 | 18 0 | 21 9 |
| Garvoc ... | ... | ... | 13 6 | 16 3 | 7 0 | 8 6 |
| Glen Thompson ... | 18 0 | 21 9 | 18 0 | 21 9 | 18 0 | 21 9 |
| Grassdale ... | 13 0 | 15 9 | ... | ... | ... | ... |
| Gritjurk ... | 14 0 | 17 0 | 15 0 | 18 0 | 15 0 | 18 0 |
| Hamilton ... | 13 0 | 15 9 | 14 0 | 17 0 | 14 0 | 17 0 |
| Hawkesdale ... | ... | ... | 7 0 | 8 6 | 7 0 | 8 6 |
| Henty ... | 14 0 | 17 0 | ... | ... | ... | ... |
| Heywood ... | 5 6 | 6 9 | ... | ... | ... | ... |
| Illowa ... | ... | ... | 5 6 | 6 9 | 4 0 | 5 0 |
| Kirkstall ... | ... | ... | 4 0 | 5 0 | 5 0 | 6 0 |
| Koroit ... | ... | ... | 4 6 | 5 6 | 4 0 | 5 0 |
| Maroona ... | 18 0 | 21 9 | 18 0 | 21 9 | 18 0 | 21 9 |
| Merino ... | 14 0 | 17 0 | ... | ... | ... | ... |
| Miltown ... | 7 0 | 8 6 | ... | ... | ... | ... |
| Minhamite ... | ... | ... | 9 6 | 11 6 | 9 6 | 11 6 |
| Mortlake ... | ... | ... | 16 0 | 19 3 | 9 6 | 11 6 |
| Myamyn ... | 9 6 | 11 6 | ... | ... | ... | ... |
| Panmure ... | ... | ... | 12 0 | 14 6 | 5 6 | 6 9 |
| Penshurst ... | 15 0 | 18 0 | 11 0 | 13 3 | 11 0 | 13 3 |
| Port Fairy ... | ... | ... | ... | ... | 7 0 | 8 6 |
| Purdeet ... | ... | ... | 11 0 | 13 3 | 11 0 | 13 3 |
| Rosebrook ... | ... | ... | 4 0 | 5 0 | 5 6 | 6 9 |
| Sandford ... | 15 0 | 18 0 | ... | ... | ... | ... |
| Terang ... | ... | ... | 16 0 | 19 3 | 9 6 | 11 6 |
| Wannon ... | 14 0 | 17 0 | 14 0 | 17 0 | 14 0 | 17 0 |
| Warrnambool ... | ... | ... | 7 0 | 8 6 | ... | ... |
| Warrong ... | ... | ... | 5 6 | 6 9 | 5 0 | 6 0 |
| Wickliffe-road ... | 18 0 | 21 9 | 18 0 | 21 9 | 18 0 | 21 9 |
| Woolsthorpe ... | ... | ... | 7 0 | 8 6 | 7 0 | 8 6 |
| Yatchaw ... | 15 0 | 18 0 | 14 0 | 17 0 | 14 0 | 17 0 |

RATES PER TON FOR WOOL FROM EUSTON AND THE DARLING RIVER DISTRICT.

The rates per ton for the carriage from Echuca, Kerang, Swan Hill, or Mildura, of wool from Euston, and the Darling River District shall be as prescribed hereunder:—

The brands of the bales and the name of the holding from which they are forwarded shall be entered on the consignment notes, and such other information shall be supplied as may be required by the Commissioners as evidence that such wool has been duly forwarded from Euston or the Darling River District:—

| | Via Echuca. | | Via Kerang. | | Via Swan Hill. | | Via Mildura. | |
|------------------|--|---------------|--|---------------|--|---------------|--|---------------|
| | To Melbourne, Kensington, South Kensington, and Newmarket. | To Geelong. | To Melbourne, Kensington, South Kensington, and Newmarket. | To Geelong. | To Melbourne, Kensington, South Kensington, and Newmarket. | To Geelong. | To Melbourne, Kensington, South Kensington, and Newmarket. | To Geelong. |
| Wool, Greasy | s. d. 25 0 | s. d. 28 0 | s. d. 30 0 | s. d. 33 0 | s. d. 35 0 | s. d. 38 0 | s. d. 40 0 | s. d. 40 0 |
| Wool, Scoured | s. d. 30 0 | s. d. 33 0 | s. d. 35 0 | s. d. 38 0 | s. d. 40 0 | s. d. 43 0 | s. d. 45 0 | s. d. 45 0 |

WILLIAMSTOWN AND PORT MELBOURNE LINES.

- s. d.*
1. Melbourne to Williamstown Pier or Port Melbourne Pier, and *vice versa* 0 6 per bale.
 2. Port Melbourne Pier to Williamstown Pier, or *vice versa* 0 9 „

Wool may be consigned direct from country stations to the Williamstown or Port Melbourne Piers, provided that the name of the vessel it is intended for is given on the consignment note.

A Special Train may be engaged to carry wool from Melbourne to the Port Melbourne or Williamstown Piers, at a minimum cost of £2 10s., in addition to the ordinary freight charge.

GENERAL.

1. The minimum charges shall, in all cases, be in accordance with the Tariff for "Smalls."
2. Wool placed in the Commissioners' sheds for storage will be charged at the rate of 1d. per bale per diem, until the wool is removed by the consignee, or sent to store by the Commissioners at the consignee's cost and risk.
3. All wool is carried at owner's risk as to condition, and will be received by the Commissioners accordingly.
4. If detailed weight lists are furnished by the Commissioners for the use of consignees, the charge for weighing will be 4d. per bale. Consignors requiring weight lists must pay for same at the forwarding station.
5. When rates less than the mileage rates are charged between any other station and Melbourne the application of such rates, in respect of suburban stations within 12 miles of Melbourne, shall, except otherwise specified, be as follows:—
 - (A) If the suburban station be of equal or less distance than Melbourne the same rates shall be charged as between Melbourne and such other station if less than the mileage rates.
 - (B) If the suburban station be of greater distance than Melbourne, the rates as between Melbourne and such other station shall be charged, plus the difference between the mileage rates between Melbourne and such other station, and the mileage rates between the suburban station and such other station, if the combined rates be less than the mileage rates for the whole distance.

Unless otherwise expressly provided, the mileage rates shall apply.

LIVE STOCK.

CONDITIONS FOR THE CARRIAGE OF LIVE STOCK.—SUPPLEMENTARY TO THE GENERAL CONDITIONS OF CARRIAGE. (See page 8.)

1. The Commissioners will not be liable for the loss of or injury to any live stock in excess of the amounts specified hereunder, unless at the time of delivery thereof at the station or siding for the purpose of being carried, the value of such live stock shall have been declared by the consignor thereof, and the insurance rate as under for carriage shall have been paid to and accepted by the proper officer of the Commissioners.

On live stock insured at the risk of the Commissioners, power is reserved to them to regulate the number of animals which shall be carried in each truck, and the Commissioners will not be responsible for any loss or injury which may occur to such live stock during the loading or unloading, or during transit, when such loss or injury arises from fear or restiveness, or through such live stock being suffocated or trampled upon.

The Commissioners' liability is limited as follows, viz.:—For any horse, £50. For any neat cattle, per head, £20. For any sheep, pig, dog, or other small animal, per head, £1.

The charges for insurance are as under:—

| Distance in Miles. | Amount of Insurance per cent. on the Declared Value in excess of the Commissioners' liability. | Minimum Insurance Charges. | |
|-------------------------|--|------------------------------------|---|
| | | Horses and Cattle, including Bulls | Pigs, Sheep (including Rams), Dogs, or other small animals. |
| From 1 to 150 miles ... | £4 0 0 | £1 0 0 | £0 2 6 |
| " 151 to 200 " ... | 5 0 0 | 1 10 0 | 0 5 0 |
| " 201 to 300 " ... | 6 0 0 | 2 0 0 | 0 10 0 |
| " 301 to 400 " ... | 7 0 0 | 2 0 0 | 0 10 0 |
| " 401 to 500 " ... | 8 0 0 | 2 0 0 | 0 10 0 |
| " 501 to 600 " ... | 9 0 0 | 2 0 0 | 0 10 0 |

Provided that in all cases any animal exceeding in value £100, shall be insured only under special agreement.

2. The Commissioners may decline to receive live stock for carriage on Sunday, Good Friday, Christmas Day, or any proclaimed holiday, or on any day immediately preceding such Sunday or holiday when through transit cannot be provided.

3. The Commissioners will not be bound to receive any live stock for carriage to or from any railway station which is not equipped with platforms, yards, and other suitable facilities for loading and unloading live stock, provided that, at the option of the Commissioners, live stock may be received for carriage to or from such places if the owners accept all risk and undertake the loading and unloading, and sign the special requisition form prescribed on page 129 hereof.

4. The number of animals must be so limited that the gross weight in any one truck shall not exceed its weight-carrying capacity.

5. No live stock shall be brought to any railway station except on the condition that the owner accepts all risk of injury to such live stock on the premises not arising from gross negligence on the part of the Commissioners, and the Commissioners shall be held free from all risk and responsibility, in respect of loss or damage to such live stock arising in connexion with loading or unloading, or from suffocation, or being trampled on, bruised or otherwise injured in transit, or from fire; or where the loss or injury arises from fear or restiveness, or from any other cause whatsoever, not arising from gross negligence as aforesaid; and all fastenings in either horse boxes or trucks must be made secure by the consignor, upon whom shall rest the sole responsibility therefor.

The Commissioners will not be responsible for any particular number of live stock specified as being loaded into any truck for carriage by rail.

6. The Commissioners do not guarantee, under any circumstances, the arrival or delivery of live stock at any particular time, by any particular train, or for any particular market, neither do they undertake to advise consignees of the arrival of live stock.

7. All live stock must be removed from the railway premises immediately after it is unloaded; or if left will remain at the owner's risk and expense, and may be sent to agistment or livery. The cost of such sending and of such agistment and livery shall be paid by the owner, and such cost must be paid on demand as part of the authorized charges; and such stock, if not removed within seven days, may be sold by auction by order of the Commissioners, and the proceeds applied in payment of all expenses incurred, and the balance thereof handed over to the owner on demand.

8. Rugs, bridles, saddles, or other trappings forwarded with horses, or other animals, are carried entirely at the risk of the owner, and the Commissioners accept no responsibility for damage done to these articles, unless forwarded and charged for as goods.

9. When a truck is only partly occupied by a consignment, the Commissioners reserve the right to fill it up to its full carrying capacity with other stock, if full truck has not been paid for.

10. Requisitions for the carriage of live stock by rail shall be made on the form prescribed on page 129 hereof, unless it be necessary to requisition therefor by telegram or letter, or through an employé of the Commissioners at any station or siding, when such requisition shall be subject to the same conditions as if made on the prescribed form.

The acceptance of any requisition or cash deposit by any employé of the Commissioners at any station or siding, shall not be taken to imply that the required trucks will be supplied until such acceptance is confirmed by the proper officer of the Commissioners.

11. Requisitions for the carriage of live stock must be lodged with the Commissioners not less than four clear days (Sundays excluded) before the date on which the live stock is to be loaded, and such requisitions must be accompanied by a cash deposit of 20s., for each live stock truck, and 10s. for each 4-wheeled goods truck so requisitioned, or by the actual amount of the freight charge if it be less than the deposit specified, provided that no requisition for the carriage of live stock will be received on any date in excess of 21 days prior to the date on which the live stock is to be loaded.

In respect of recognised agents, a fixed deposit, or a guarantee in the form approved by the Commissioners may be accepted in lieu of the cash deposit for each truck prescribed in the foregoing.

12. Any requisition for the carriage of live stock which has been lodged with and accepted by the Commissioners cannot be withdrawn, neither can the required number of trucks be reduced, nor the specified destination station altered, except as follows, viz. :—

(A) When notice is given of any desired withdrawal, reduction or alteration, not less than three clear days (excluding Sundays) before the date specified for such live stock to be loaded, the requisition can be cancelled or modified as desired, conditionally on the forfeiture of the cash deposit lodged in respect of each truck so withdrawn, reduced or altered.

(B) But if less than three clear days' notice (excluding Sundays) be given, the full amount of the freight charges to the specified destination station in excess of the cash deposit lodged, shall be paid in respect of each truck so withdrawn, reduced, or altered.

13. Live stock must be yarded in sufficient time to be loaded for and despatched by the trains specified by the proper officer of the Commissioners. If such live stock be not loaded in accordance with the arrangement, the Commissioners will retain the cash deposit lodged in respect of any truck not so loaded, and, in addition, will charge the person who lodged the requisition the difference (if any) between the amount of the deposit on the trucks not loaded and the freight charges thereon to the destination station specified on the requisition; and the Commissioners also reserve the right to remove or otherwise use the trucks supplied for the purpose.

In respect of requisitions for 14 trucks and upwards, one truck in every 14 shall be exempt from the foregoing provisions.

14. Mixed stock will be carried together in the same truck, provided the whole consignment belongs to one person, and the Commissioners are specially relieved of all responsibility.

15. The Commissioners may refuse to carry any horse, cattle, sheep, swine, bird, or other live stock, which they reasonably believe to be diseased. No person shall wilfully or negligently drive or bring, or cause, or permit to be driven or brought upon or into any station yard, shed, or premises of the Commissioners any horse, cattle, sheep, swine, bird, or other live stock, having or suffering from any disease whatsoever. Any person guilty of a breach of this by-law shall be liable to a penalty not exceeding £20.

16. Consignors will not, owing to the danger of fire arising through sparks from the engine, be permitted to place straw in sheep trucks.

17. Horse boxes are subject to the same regulations in respect of penalties as are prescribed in Condition No. 12 for live stock trucks.

Requisitions for horse boxes may be lodged with a Stationmaster, but such requisitions should be lodged not less than 48 hours prior to the time at which the loading is required to be done. A cash deposit of £1, or the actual amount of the freight charge if it be less than the deposit specified, must be lodged when the requisition is made. The consignors must ascertain whether or not the horse boxes can be provided before bringing the animals to the station to be loaded, as the acceptance of the deposit will not be held to imply that the horse boxes requisitioned for can be supplied.

RATES FOR THE CARRIAGE OF LIVE STOCK BY GOODS AND MIXED TRAINS—OWNER'S RISK.

FULL TRUCK LOADS.

Sheep in Sheep Trucks, and Cattle and Horses in Cattle Trucks.

| | | | | | |
|---|-----|---|-----|-----|-----------------------|
| 1 to 101 miles... | ... | 9d. per truck per mile | ... | ... | } Less 5 per cent. |
| Over 101 miles and up to 150 miles | ... | 3d. per truck per mile added to the 101-mile rate | ... | ... | |
| Over 150 miles | ... | 7d. per truck per mile for the whole journey | ... | ... | |
| Terminal, 2s. per truck; minimum, 20s. per truck. | | | | | |

When large cattle trucks are specially ordered and supplied an additional charge of 10 per cent. will be made.

Sheep in Goods or Cattle Trucks.

| | | | | | |
|---|-----|---|-----|-----|-----------------------|
| 1 to 101 miles | ... | 6d. per truck per mile | ... | ... | } Less 5 per cent. |
| Over 101 miles and up to 150 miles | ... | 3d. per truck per mile added to the 101-mile rate | ... | ... | |
| Over 150 miles | ... | 5d. per truck per mile for the whole journey | ... | ... | |
| Terminal, 1s. per truck; minimum, 13s. per truck. | | | | | |

In calculating above rates odd pence shall be added to make the even sixpence or shilling.

The Commissioners may at their option supply goods or cattle trucks for the carriage of Sheep, and in such cases two goods or cattle trucks will be charged as one sheep truck instead of the goods or cattle truck rate quoted above.

When the whole of a consignment of Sheep cannot be loaded in a sheep truck and a goods or cattle truck is used to complete it, one-half of full sheep truck rate shall be charged for the latter.

PIGS AND YOUNG CALVES.

Pigs and young Calves loaded in cattle or goods trucks, or in one tier of Sheep trucks, shall be charged the same rate as cattle in full truck loads. Terminal, 2s.; minimum, 20s. per truck.

Pigs and young Calves loaded in top and bottom tiers of Sheep trucks shall be charged one-third more than the rate for cattle in full truck loads. Terminal, 2s.; minimum, 26s. per truck.

Mixed consignments of Pigs, Young Calves, and Sheep loaded in top and bottom tiers of Sheep trucks shall be charged one-third more than the rate for cattle in full truck loads; and when loaded in cattle trucks shall be charged the same rate as cattle in full truck loads. Terminal, 2s.; minimum, 26s. per truck.

CONSIGNMENTS IN LESS THAN TRUCK LOADS.

SENT IN GOODS OR CATTLE TRUCKS.

Two-thirds Trucks.

| | |
|--|---|
| 2 Stallions or Bulls under 2 years old | } Shall be charged two-thirds of the rate for cattle in full truck loads. Terminal, 1s.; minimum, 10s. per truck. |
| 3 Head Cattle other than Bulls | |
| 2 Horses other than Stallions | |
| 25 Pigs, Sheep, or Goats | |
| 25 Calves, under 3 months old | |

If more than 25 Calves (under three months old), Pigs, Sheep, or Goats be loaded, One halfpenny per mile additional shall be charged for each animal in excess of 25 if the rate be thereby less than the rate for cattle in full truck loads.

Half Trucks.

| | |
|--------------------------------|--|
| 2 Head Cattle other than Bulls | } Shall be charged one-half of the rate for cattle in full truck loads. Terminal, 1s.; minimum, 7s. 6d. per truck. |
| 15 Pigs, Sheep, or Goats | |
| 15 Calves, under 3 months old | |

If more than 15 and less than 25 Calves (under 3 months old), Pigs, Sheep, or Goats be loaded, One halfpenny per mile additional shall be charged for each animal in excess of 15 if the rate be thereby less than two-thirds of the rate for cattle in full truck loads.

One calf not over three months old at foot of each cow, free.

One foal not over six months old at mare's foot, free.

Terminal charges are included in each case in the minimums shown above.

Single Animals in Trucks.

One Horse, Half the rate for cattle in full truck loads. Minimum, 7s. 6d. Foal not over six months old at mare's foot free.

One Stallion or Bull, two years and over, 7d. per mile. Minimum, 12s. 6d. The rate for cattle in full truck loads must not be exceeded.

One Stallion or Bull, under two years old, half the rate for cattle in full truck loads. Minimum, 7s. 6d.

One Head of Cattle, Pig, Sheep, Calf, or Goat in truck, 3d. per mile. Minimum 7s. 6d. Calf not over three months old at cow's foot, free.

No terminal charge will be made for Single Animals.

In Horse Boxes.

Animals carried by Goods Trains in Horse Boxes will be charged the same rates as by passenger trains.

Small Animals in Crates or Cases.

Pigs, Sheep, Calves, or Goats, in crates or cases, maximum weight 4 cwt. per crate or case, in vans of Goods trains shall be charged Class 3 goods mileage rate, but the minimum charge shall be as for 2½ cwt. per crate or case, subject to the Tariff for "Smalls."

One Pig, Sheep, Goat, Calf, Monkey, Kangaroo, or Bear, in crate or case, in van of Goods train, and not exceeding 200 lbs. gross weight, shall be charged 4d. per mile. Minimum, 1s. If the gross weight exceed 200 lbs., and does not exceed 4 cwt., the consignment shall be charged Class 3 goods mileage rate, but the minimum charge shall be as for 2½ cwt. per crate or case, subject to the Tariff for "Smalls."

The charge for **Goats in crates** sent per vans of Goods trains must not exceed Passenger train rate.

Wallabies, in crates or boxes, shall be charged Class 3 goods mileage rates, subject to the Tariff for "Smalls."

Note.—Live stock shall in all cases be charged the mileage rates.

RATES FOR THE CARRIAGE OF LIVE STOCK BY PASSENGER TRAINS, O.R. HORSES, ETC.

| | Minimum |
|---|---------|
| | £ s. d. |
| IN GOODS OR CATTLE TRUCKS— | |
| Horses, &c., in truck loads , 1s. 3d. per truck per mile; terminal, 2s. ... | 1 15 0 |
| IN HORSE BOXES— | |
| One Horse (or two small Ponies occupying one stall), 6d. per mile ... | 0 12 6 |
| Two Horses, or Two Stallions, or Bulls , under two years old, for same owner, in one box, 9d. per mile ... | 1 2 6 |
| Three Horses, or Three Stallions, or Bulls , under two years old, for same owner, in one box, 1s. per mile ... | 1 10 0 |
| One Stallion or Bull , under two years old, 6d. per mile ... | 0 12 6 |
| " two years and over, 9d. per mile ... | 1 2 6 |
| Two Stallions or Bulls , two years and over, for different owners, in one box, 7½d. each per mile ... | 0 17 6 |
| " for same owner, 1s. per mile ... | 1 10 0 |
| Three Stallions or Bulls , two years and over, for different owners, in one box, 6d. each per mile ... | 0 15 0 |
| " for same owner, in one box, 1s. 3d. per mile ... | 2 0 0 |

| | | Minimum. £ s. d. |
|--|-----|---------------------|
| One Stallion, over two years of age and one horse, for same owner, in one box, | | |
| 1s. per mile | ... | 1 10 0 |
| " " " " two horses, for same owner, in one box, | | |
| 1s. 3d. per mile | ... | 2 0 0 |
| Two " " " " one horse, for same owner, in one box, | | |
| 1s. 3d. per mile | ... | 2 0 0 |
| Senders requiring the exclusive use of a horse box may have same at the following charges— | | |
| One Stallion, over two years of age, or one or two horses, 1s. per mile | ... | 1 10 0 |
| Two " " " " for same owner, 1s. 3d. per mile | ... | 2 0 0 |
| " " " " for different owners, 9d. each per mile | ... | 1 2 6 |

Where the word horse is used above it refers to a gelding, mare, or filly, and does not include Stallions. The age of Stallions and Bulls shall be taken from actual date of birth.
One Foal, not over six months old at mare's foot, free.
Cows in Horse Boxes will be charged the same rates as Horses.

SMALL ANIMALS IN CRATES, CASES, ETC.

One Pig, Sheep, Calf, Monkey, Bear, or other Small Animal, in crate or case, in van of Passenger train—

Not exceeding 100 lbs. weight, 1½d. per mile
Over 100 lbs. weight, and not exceeding 300 lbs., 2d. per mile } Minimum, 2s 6d.

Animals over 300 lbs. will not be taken in vans of purely Passenger trains.

Sucking Pigs, in cases or cages per vans of Passenger trains, will be charged 50 per cent. additional on Ordinary Parcels rates.

All animals, except Dogs, sent in vans of trains must be in skeleton cases, and weight of such cases must be included in the weight of the animals. All cases must be of a reasonable size, so as not to occupy too much room in the vans, and the Commissioners may refuse any case deemed too bulky, when the consignor must supply one of the required dimensions.

DOGS.

(Freight to be prepaid in all cases.)

| | |
|---|--|
| Dogs—Up to 12 miles, 6d. each. | |
| Over 12 miles and not exceeding 18 miles, 9d. each. | |
| " 18 " " " 24 " 1s. " | |
| " 24 " " " 50 " 1s. 6d. " | |
| " 50 " " " 75 " 2s. " | |
| " 75 " " " 100 " 3s. " | |
| " 100 " " " 200 " 4s. " | |
| " 200 " " " 5s. each. | |

On Suburban Lines, Day return tickets for Dogs are issued at rate and a half.

Goats, per Passenger trains, same rate as Dogs.

Sporting Dogs, accompanying Passengers, shall be charged rate and a half for the return journey, dog's ticket to be available for same period as passenger's return ticket.

Dogs in Truck loads, 1s. per truck per mile. Minimum, 20s.

Hounds in packs for hunting purposes sent in truck loads are charged single rate for double journey, viz., 1s. per truck per mile. Minimum, 20s.

Dogs, or Puppies not over six months old, in crates or cages in vans of Passenger trains, will be charged 50 per cent. additional on Ordinary Parcels rates. The maximum rate for either one or two Puppies, not over six months old, in crates or cages, must not exceed the mileage charge for a full-grown Dog.

Dogs must be provided with chains or other sufficient means to secure them, otherwise the Commissioners will not be responsible for their safety. They must bear the address in full if unaccompanied by a passenger.

CHARGES FOR THE CARRIAGE OF RACE-HORSES.—O.R.

Race-horses kept solely for racing, and not used for any other purpose whatsoever, will, when booked to specified race meetings, be charged as follows:—One horse 6d. per mile, minimum 10s.; two horses for same owner, in one box, 9d. per mile, minimum 20s.; three horses for same owner, in one box, 1s. per mile, minimum 25s. If the horses be sold the same rates will be charged on the return journey, but if unsold they will be returned free to the station from which they were originally sent to the race meeting, on compliance with the following conditions, viz.:—

A consignment on the proper form (No. 89) must be made out and signed by the consignor when consigning the horse or horses to the race meeting, the name and age of each horse being duly given.

This same consignment note must be presented and given up when booking for the return journey, and must be accompanied by a certificate from the Secretary of the Racing Club that the horse or horses were entered for one or more races during the meeting.

Should any doubt arise as to what constitutes a Race Meeting, the point will be decided by the Committee of the Victoria Racing Club.

Horses must be at the station one hour before the due starting time of the train.

The journey may be broken with Race-horses on any line either going to or returning from races, but before resuming the journey a certificate must be produced from the Secretary of each Racing Club showing that the horses have raced in the locality where the journey was broken.

Horses to be entitled to free carriage must be returned within a fortnight after the conclusion of the Race Meeting at which they last raced, and not later than two months from the date of despatch from the original forwarding station.

In cases where two or three horses are loaded in one box and booked as one consignment to a race meeting they must be returned together or freight will be charged for each extra horse-box used.

If the foregoing conditions be not complied with, the rates prescribed above will be imposed for the return journey.

NOTE.—The rates quoted above for two or three horses or stallions loaded in one box apply to horse-boxes with three stalls. Race-horses for same owner sent in truck loads to race meetings will be charged 1s. 3d. per truck per mile, minimum 35s., on the forward journey, and, if unsold, will be returned free on compliance with above conditions.

HUNTERS' HORSES.—O.R.

Hunters' Horses will be carried in horse-boxes, at 6d. per mile for each horse on the forward journey; minimum, 10s. each horse; and will be returned free, at the convenience of the Commissioners, on production of a certificate from the Master of the Hunt at any time within the hunting season (which extends from May to the end of September) showing that the horses took part in Hunting.

Hunters' horses may, at the convenience of the Commissioners, be carried in cattle trucks by Passenger trains, at Goods train rates, and returned free, as above.

Race-horse consignment note (Form 89) must be used and altered to suit requirements.

HORSES TO AND FROM MILITARY PARADES.—O.R.

Horses to and from Military Parades will be charged Half rates each way on production of a certificate from the Commanding Officer showing that the horses are travelling to or returning from parade.

POLO PONIES.—O.R.

Ponies used in Polo Matches will be carried by passenger trains in horse boxes at the ordinary rates on the forward journey, and may be returned free, at the convenience of the Commissioners, on production of a certificate from the Secretary of the Polo Club showing that the ponies took part in the match.

Ponies used in polo matches may, at the convenience of the Commissioners, be carried in cattle trucks by Passenger trains at Goods train rates, and returned free, as above.

Race-horse consignment note (Form 89) must be used and altered to suit requirements.

INTER-STATE LIVE STOCK TRAFFIC, O.R.

(a) BETWEEN MELBOURNE, NEWMARKET, OR CAULFIELD AND SYDNEY.

| | To or from Melbourne or Newmarket. | To or from Caulfield. | Victorian proportion to or from Melbourne or Newmarket. | Victorian proportion to or from Caulfield. |
|--|------------------------------------|-----------------------|---|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| One Horse, in horse-box ... | 8 10 0 | 8 14 0 | 2 15 8 | 2 19 8 |
| Two Horses ... | 14 6 5 | 14 12 5 | 4 13 9 | 4 19 9 |
| Three Horses or one Stallion, in horse-box ... | 18 12 3 | 19 0 3 | 6 1 11 | 6 9 11 |
| Dogs, each ... | 0 12 0 | — | 0 4 0 | — |

Puppies not over six months old, in cases or crates, &c., containing not more than two (2) puppies each, shall be charged Parcels rates plus 50 per cent.; minimum charge, 6s.

Dogs, in cases or crates, &c., containing one (1) dog only, shall be charged Parcels rates plus 50 per cent.; minimum charge, 12s.

Dogs in consignments of not less than twenty sent at one time for exhibition at Melbourne or Sydney Dog and Poultry Shows, will be charged 10s. each for the return journey between Melbourne and Sydney. Exhibitors of dogs will be charged Single fare for return journey. Minimum number six.

RACEHORSE TRAFFIC.—SYDNEY TO MELBOURNE.

A Second-class Free Pass between Melbourne and Sydney will be issued to one attendant in charge of three full horse boxes, when the animals are the *bona fide* property of one owner.

Attendants in charge of horses—one attendant to each horse—will be issued Second-class Return Tickets, between Melbourne and Sydney, at Single fare.

Racehorses are carried on the same conditions as in Victoria (see page 100).

Racehorses sent from Sydney to Melbourne in consignments of three and upwards will be forwarded from Albury to Melbourne by the Express train in an PFF box at ordinary through rates. When there are less than three (3) horses, and owners desire them to be sent through by the Express train the following charges shall be made IN ADDITION to the ordinary through rate from Albury to Melbourne, viz.:—

| | | | | | | | | |
|----------------|-----|-----|-----|-----|-----|---|----|-----------------|
| | | | | | | £ | s. | d. |
| For one Horse | ... | ... | ... | ... | ... | 3 | 6 | 3 |
| For two Horses | ... | ... | ... | ... | ... | 1 | 8 | 2 (for the two) |

but if sent by ordinary trains from Wodonga to Melbourne no extra charge will be made.

(b) BETWEEN VICTORIAN STATIONS AND ALBURY.

The ordinary Victorian rates to Wodonga will be charged, with the following additional rates for carriage between Wodonga and Albury, and half of such additional rates shall be credited to Victoria and New South Wales respectively, viz:—

| | | | | | | | | |
|---|-----|-----|-----|-----|-----|-----|----|----|
| | | | | | | | s. | d. |
| One Horse | ... | ... | ... | ... | ... | ... | 1 | 6 |
| Two Horses | ... | ... | ... | ... | ... | ... | 2 | 3 |
| Three Horses, belonging to the same owner | ... | ... | ... | ... | ... | ... | 3 | 0 |
| Dogs | ... | ... | ... | ... | ... | ... | 0 | 6 |

Puppies under six months old, in boxes, shall be charged Parcel rates, but 50 per cent. shall be added to the Victorian proportion.

(c) BETWEEN ALBURY AND WODONGA.

| | | | | | | | | |
|-----------------------|-----|-----|-----|-----|-----|---|----|----|
| | | | | | | £ | s. | d. |
| Live Stock, per truck | ... | ... | ... | ... | ... | 0 | 3 | 0 |

Two shillings per truck shall be allotted to the State doing the haulage.

N.S.W. "D" Goods trucks loaded with sheep will be charged 2s., of which 1s. 4d. shall be allotted to the State doing the haulage.

(d) BETWEEN MELBOURNE, NEWMARKET, OR CAULFIELD, AND ADELAIDE.

| | To or from Melbourne or Newmarket. | To or from Caulfield. | Victorian proportion to or from Melbourne or Newmarket. | Victorian proportion to or from Caulfield. |
|--|------------------------------------|-----------------------|---|--|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| One Horse, in horse-box, <i>via</i> Ballan | 9 6 0 | 9 10 0 | 5 10 6 | 5 14 6 |
| " " " " North Geelong | 9 13 6 | 9 17 6 | 5 15 0 | 5 19 0 |
| Two Horses " " Ballan | 15 2 6 | 15 8 6 | 9 0 0 | 9 6 0 |
| " " " " North Geelong | 15 15 8 | 16 1 8 | 9 13 2 | 9 19 2 |
| Three Horses or " " Ballan | 18 3 0 | 18 11 0 | 10 16 0 | 11 4 0 |
| One Stallion " " North Geelong | 18 18 9 | 19 6 9 | 11 11 9 | 11 19 9 |

| | | | | | |
|--|-----|-----|-----|-----|-------|
| Dogs, each | ... | ... | ... | ... | s. d. |
| Pigs in top and bottom tiers of sheep trucks, per truck per mile (Terminal, 2s. per truck) | ... | ... | ... | ... | 9 0 |

Attendants in charge of horses—one attendant to each horse—will be issued second class return tickets between Melbourne and Adelaide, at single fare.

Horses in boxes, from Melbourne or Newmarket to Balhannah, in consignments of two and upwards, shall be charged the same rates and mileage as between Melbourne and Adelaide.

BETWEEN OTHER VICTORIAN AND SOUTH AUSTRALIAN STATIONS.

| | | | | | | | | | |
|---|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| One Horse in horse-box, per mile | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Two Horses in the same box for the same owner, per mile | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| Three " " " " | ... | ... | ... | ... | ... | ... | ... | ... | ... |
| One Stallion in horse-box, per mile | ... | ... | ... | ... | ... | ... | ... | ... | ... |

Attendants in charge of horses—one attendant to each horse—will be issued second class return tickets between Victorian and South Australian stations, at single fare.

Puppies under 6 months old in boxes shall be charged Parcels rate plus 50 per cent.

Racehorses are carried on the same conditions as in Victoria (see page 100).

Horses for Glenelg, South Australia, must be waybilled to Adelaide, and the General Traffic Manager, Adelaide, advised by wire that the consignor wishes them to go to Glenelg. He will then make the necessary arrangements as to transit and charges.

The charges between Adelaide and Glenelg are as under:—

| | | | | |
|--------------|-----|-----|-----|-------------------------|
| One Horse | ... | ... | ... | 10s. by ordinary train. |
| Two Horses | ... | ... | ... | 16s. do. do. |
| Three Horses | ... | ... | ... | 20s. do. do. |

If sent by special train the charge is £2.

RATES FOR LIVE STOCK OTHER THAN ORDINARY RATES, O.R.

1. **During the busy Season Sheep** for market for which trucks cannot be supplied on a Monday may, at the option of the Commissioners, be carried on a Tuesday, Wednesday, Thursday, or Friday—at "Off-day" rates. Full terminal.

When "Off-day" rates are in operation they will apply to Sheep for freezing intended for shipment, also Sheep sent to Newport for boiling-down purposes.

2. **Live stock** carried by Goods trains between Melbourne and Ballarat and stations beyond Ballarat shall be charged for the mileage *via* North Geelong. Live stock in horse-boxes, and dogs carried by Passenger trains between Melbourne and Ballarat and stations beyond Ballarat, shall be charged for the actual mileage, according to the route by which they are forwarded.

3. **Newport**.—Sheep consigned to Newport from the Northern and North-Eastern districts shall be charged for the actual mileage *via* Melbourne.

4. **Bendigo Cattle Siding**.—Two Shillings per truck for Sheep in sheep trucks and Cattle in cattle trucks and 1s. per truck for sheep in goods or cattle trucks shall be added to the mileage rates to or from Bendigo, for haulage to or from the Cattle siding. No additional charge shall, however, be made for Pigs which are discharged at the Bendigo Station.

5. **Ballarat Cattle Siding**.—Live stock forwarded to or from the Ballarat Cattle Siding shall be charged for 6 miles in addition to the mileage to or from Ballarat.

6. **Eureka Siding**.—Pigs for Eureka Siding shall be charged the mileage rates, plus 1s. 6d. per truck.

7. **Alexandra Road**.—Live stock forwarded to or from Alexandra Road shall be charged the mileage rates, plus 4s. per truck.

8. **Mildura**.—Sheep in sheep trucks, and Horses and Cattle in cattle trucks, forwarded from Mildura to Newmarket or *vice versa*, shall be charged the "Off-day" rate in all cases.

9. **Racehorses for Trials**.—Racehorses forwarded from Caulfield to Mentone, Epsom, Ascendale, or Sandown Park, and from South Morang and Preston Reservoir to Moonee Valley race-courses for private trials, will be charged single rate for the double journey; they must, however, be returned on the same day and in the same horse-boxes.

10. **Horses forwarded from Newmarket** to Port Melbourne in consignments of six or not exceeding ten trucks shall be charged £6 for the lot, and each additional truck shall be charged 12s. If forwarded in consignments of less than six trucks, the charge shall be 22s. per truck. Charges to be prepaid.

11. **Horses in truck loads from Port Melbourne** to ship's side at the Pier shall be charged 12s. per truck. Charges to be prepaid.

12. **Horses and other Live Stock** forwarded from country stations to the Victoria Dock, Port Melbourne Pier, or Williamstown Pier, for shipment, and discharged from the trucks at the ship's side, shall be charged 2s. per truck in addition to the rates to Melbourne, Port Melbourne, or Williamstown respectively. Charges to be prepaid.

13. **Store Sheep, sent for fattening or breeding purposes, or Store Cattle, and Horses** forwarded for fattening purposes, or dry Cows or springers for dairying purposes, Store Sheep and Cattle, or dry Cows or Springers, forwarded to *bona fide* Store Stock or Dairy Stock sales may, at the option of the Commissioners, be carried on the "Down" journey or from one line to another, comprising both "Up" and "Down" journey, at the following rates:—

- (a) In consignments of one full truck and under twenty trucks, at three-fourths the full mileage rates, but the total charge shall not be less than the charge computed at the full mileage rates for the "Up" portion of the journey.
- (b) In consignments of twenty trucks and upwards sent a minimum distance of 150 miles, 4d. per truck per mile, but the total charge shall not be less than the charge computed at the full mileage rates for the "Up" portion of the journey.

These concessions will not apply to stock consigned to and discharged at stations within a radius of 20 miles of Ballarat or Bendigo. Full terminal charges will be enforced in all cases.

Stallions, Working Horses, Bulls, Working Bullocks, Milking Cows, Rams, and Pigs will not be carried at these rates.

14. **Brood Mares and Stallions**, also Grooms' Ponies accompanying Stallions, travelling for breeding purposes during the months of July, August, September, October, November, December, and January, and **Bulls and Cows** travelling for breeding purposes at any time, shall be charged ordinary rates for the outward journey, whether sent in horse-boxes or cattle trucks, but will be returned free on condition that before commencing the outward journey and previous to commencing the return journey a certificate for each animal shall be furnished when booking the animals. Forms of certificate may be obtained from station-masters. No charge will be made for Foals not over three months old at Mares' feet. Entire and Grooms' Ponies may be allowed to break their journey. The homeward journey must be completed before the end of January, but Bulls and Cows must be returned within three months of the outward journey. It should be understood that animals must be returned in the same number and class of trucks as used on the outward journey, otherwise ordinary rates will be charged for the return journey.

15. **Loading Live Stock at more than one station**.—When a truck is arranged to be loaded with Live Stock at more than one station, the waybill must be made out at the starting point, and the rate for a full truck load charged for the whole journey with an additional charge of 2s. for each time the truck is arranged to pick up. Intermediate stations loading live stock in the truck must not make any charge, but will require to mark on the waybill the number of animals loaded at each station.

16. **Rates for Stock to Agricultural Shows** (see page 17).

HIRE OF STOCK-YARDS.

Sales of Live Stock may at the option of the Commissioners be conducted in Railway Stock-yards at towns where there are no private or municipal sale-yards—provided that trucking arrangements or railway traffic are not interfered with—on payment of the following charges:—

| | | | |
|-------------------------------------|-----|-----|--|
| Horses and Fat Cattle, 4d. per head | ... | ... | } Minimum charge, 10s. Maximum charge, 50s. |
| Store Cattle, 2d. per head | ... | ... | |
| Pigs, 1d. per head | ... | ... | |
| Sheep and Goats, ½d. per head | ... | ... | |

The yards must not be occupied for a longer period than 24 hours.

Travelling mobs of cattle, horses, and sheep may be camped or drafted in Railway yards entirely at the risk of the owner, provided that they do not interfere with trucking arrangements or other railway traffic, on payment of the following charges:—

| | |
|--|---------------------------------|
| Cattle or Horses, 2d. per head for each 24 hours or part thereof | } Minimum, 5s. Maximum, 25s. |
| Sheep, ½d. per head for each 24 hours or part thereof | |

CONCESSIONS TO OWNERS OR THEIR DROVERS.

The following concessions are granted to Owners, or *bonâ fide* Drovers acting for them, travelling in charge of Live Stock:—

- One second class return Drover's pass will be issued, for not less than three full trucks belonging to one owner sent at one time, and two return passes for fourteen trucks, or a train load of not less than fourteen trucks, available for return for seven days. Each Owner or Drover travelling on a pass may take two dogs with him free of charge.
- A return ticket at Holiday Excursion fare will be issued to Owner or Drover in charge of not less than one full truck load, available for return for seven days; form 96F to be filled in, Goods Train Guarantee Form not required.
- Owner or Drover in charge of less than one full truck will be allowed the privilege of travelling in van of Goods train at second-class fare; Goods Train Guarantee form to be signed.

In all cases Owners or Drovers who obtain above concessions must travel by the same train as the stock under their care, otherwise they will require to pay ordinary fares.

MILEAGE RATES PER TRUCK FOR LIVE STOCK CARRIED BY GOODS OR MIXED TRAINS—OWNER'S RISK.

These rates include the Terminal charge.

"Off-day" and "Store" rates must not be charged without special authority from the General Passenger and Freight Agent.

| Miles. | Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Sheep Trucks. | Store Rate. Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. | Miles | Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Sheep Trucks. | Store Rate Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. |
|--------|---|---|---|---|-------|---|---|--|---|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 1 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 50 | 1 18 0 | 1 14 5 | 1 9 0 | 1 5 0 |
| 2 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 51 | 1 18 6 | 1 14 10 | 1 9 4 | 1 5 6 |
| 3 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 52 | 1 19 0 | 1 15 9 | 1 10 1 | 1 6 0 |
| 4 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 53 | 2 0 0 | 1 16 2 | 1 10 6 | 1 6 6 |
| 5 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 54 | 2 0 6 | 1 16 8 | 1 10 10 | 1 7 0 |
| 6 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 55 | 2 1 6 | 1 17 7 | 1 11 7 | 1 7 6 |
| 7 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 56 | 2 2 0 | 1 18 0 | 1 12 0 | 1 8 0 |
| 8 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 57 | 2 3 0 | 1 18 11 | 1 12 9 | 1 8 6 |
| 9 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 58 | 2 3 6 | 1 19 4 | 1 13 1 | 1 9 0 |
| | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 59 | 2 4 6 | 2 0 3 | 1 13 10 | 1 9 6 |
| 10 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 60 | 2 5 0 | 2 0 8 | 1 14 3 | 1 9 6 |
| 11 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 61 | 2 5 6 | 2 1 1 | 1 14 7 | 1 10 0 |
| 12 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 62 | 2 6 6 | 2 2 1 | 1 15 4 | 1 10 6 |
| 13 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 63 | 2 7 0 | 2 2 6 | 1 15 9 | 1 11 0 |
| 14 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 64 | 2 8 0 | 2 3 5 | 1 16 6 | 1 11 6 |
| 15 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 65 | 2 8 6 | 2 3 10 | 1 16 10 | 1 12 0 |
| 16 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 66 | 2 9 6 | 2 4 9 | 1 17 7 | 1 12 6 |
| 17 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 67 | 2 10 0 | 2 5 2 | 1 18 0 | 1 13 0 |
| 18 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 0 | 68 | 2 10 6 | 2 5 8 | 1 18 4 | 1 13 6 |
| 19 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 6 | 69 | 2 11 6 | 2 6 7 | 1 19 1 | 1 14 0 |
| 20 | 1 0 0 | 0 18 2 | 0 15 6 | 0 10 6 | 70 | 2 12 0 | 2 7 0 | 1 19 6 | 1 14 6 |
| 21 | 1 0 0 | 0 18 2 | 0 15 6 | 0 11 0 | 71 | 2 13 0 | 2 7 11 | 2 0 3 | 1 15 0 |
| 22 | 1 0 0 | 0 18 2 | 0 15 6 | 0 11 6 | 72 | 2 13 6 | 2 8 4 | 2 0 7 | 1 15 6 |
| 23 | 1 0 0 | 0 18 2 | 0 15 6 | 0 12 0 | 73 | 2 14 0 | 2 8 10 | 2 1 0 | 1 16 0 |
| 24 | 1 0 0 | 0 18 2 | 0 15 6 | 0 12 6 | 74 | 2 15 0 | 2 9 8 | 2 1 9 | 1 16 6 |
| 25 | 1 0 0 | 0 18 2 | 0 15 6 | 0 13 0 | 75 | 2 15 6 | 2 10 2 | 2 2 1 | 1 17 0 |
| 26 | 1 1 0 | 0 19 1 | 0 16 3 | 0 13 6 | 76 | 2 16 6 | 2 11 1 | 2 2 10 | 1 17 6 |
| 27 | 1 1 6 | 0 19 7 | 0 16 8 | 0 14 0 | 77 | 2 17 0 | 2 11 6 | 2 3 3 | 1 18 0 |
| 28 | 1 2 0 | 1 0 0 | 0 17 0 | 0 14 6 | 78 | 2 18 0 | 2 12 5 | 2 4 0 | 1 18 6 |
| 29 | 1 2 0 | 1 0 11 | 0 17 9 | 0 15 0 | 79 | 2 18 6 | 2 12 10 | 2 4 4 | 1 19 0 |
| 30 | 1 3 6 | 1 1 4 | 0 18 1 | 0 15 6 | 80 | 2 19 0 | 2 13 4 | 2 4 9 | 1 19 6 |
| 31 | 1 4 6 | 1 2 3 | 0 18 10 | 0 16 0 | 81 | 3 0 0 | 2 14 2 | 2 5 6 | 1 19 6 |
| 32 | 1 5 0 | 1 2 8 | 0 19 3 | 0 16 6 | 82 | 3 0 6 | 2 14 8 | 2 5 10 | 2 0 0 |
| 33 | 1 5 6 | 1 3 2 | 0 19 7 | 0 17 0 | 83 | 3 1 6 | 2 15 7 | 2 6 7 | 2 0 6 |
| 34 | 1 6 6 | 1 4 1 | 1 0 4 | 0 17 6 | 84 | 3 2 0 | 2 16 0 | 2 7 0 | 2 1 0 |
| 35 | 1 7 0 | 1 4 6 | 1 0 9 | 0 18 0 | 85 | 3 3 0 | 2 16 11 | 2 7 9 | 2 1 6 |
| 36 | 1 8 0 | 1 5 5 | 1 1 6 | 0 18 6 | 86 | 3 3 6 | 2 17 4 | 2 8 1 | 2 2 0 |
| 37 | 1 8 6 | 1 5 10 | 1 1 10 | 0 19 0 | 87 | 3 4 0 | 2 17 10 | 2 8 6 | 2 2 6 |
| 38 | 1 9 6 | 1 6 9 | 1 2 7 | 0 19 6 | 88 | 3 5 0 | 2 18 8 | 2 9 3 | 2 3 0 |
| 39 | 1 10 0 | 1 7 2 | 1 3 0 | 1 0 0 | 89 | 3 5 6 | 2 19 2 | 2 9 7 | 2 3 6 |
| 40 | 1 10 6 | 1 7 8 | 1 3 4 | 1 0 0 | 90 | 3 6 6 | 3 0 1 | 2 10 4 | 2 4 0 |
| 41 | 1 11 6 | 1 8 7 | 1 4 1 | 1 0 6 | 91 | 3 7 0 | 3 0 6 | 2 10 9 | 2 4 6 |
| 42 | 1 12 0 | 1 9 0 | 1 4 6 | 1 1 0 | 92 | 3 8 0 | 3 1 5 | 2 11 6 | 2 5 0 |
| 43 | 1 13 0 | 1 9 11 | 1 5 3 | 1 1 6 | 93 | 3 8 6 | 3 1 10 | 2 11 10 | 2 5 6 |
| 44 | 1 13 6 | 1 10 4 | 1 5 7 | 1 2 0 | 94 | 3 9 0 | 3 2 4 | 2 12 3 | 2 6 0 |
| 45 | 1 14 6 | 1 11 3 | 1 6 4 | 1 2 6 | 95 | 3 10 0 | 3 3 2 | 2 13 0 | 2 6 6 |
| 46 | 1 15 0 | 1 11 8 | 1 6 9 | 1 3 0 | 96 | 3 10 6 | 3 3 8 | 2 13 4 | 2 7 0 |
| 47 | 1 15 6 | 1 12 2 | 1 7 1 | 1 3 6 | 97 | 3 11 6 | 3 4 7 | 2 14 1 | 2 7 6 |
| 48 | 1 16 6 | 1 13 1 | 1 7 10 | 1 4 0 | 98 | 3 12 0 | 3 5 0 | 2 14 6 | 2 8 0 |
| 49 | 1 17 0 | 1 13 6 | 1 8 3 | 1 4 6 | 99 | 3 13 0 | 3 5 11 | 2 15 3 | 2 8 6 |

LIVE STOCK MILEAGE RATES—continued.

| Miles. | Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Sheep Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. | Miles. | Full Rate, Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Sheep Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. |
|--------|---|---|---|---|--------|---|---|---|---|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 100 | 3 13 6 | 3 6 4 | 2 15 7 | 2 8 6 | 160 | 4 11 0 | 4 2 1 | 3 8 9 | 3 4 6 |
| 101 | 3 14 0 | 3 6 10 | 2 16 0 | 2 9 0 | 161 | 4 11 6 | 4 2 7 | 3 9 1 | 3 5 0 |
| 102 | 3 14 6 | 3 7 3 | 2 16 4 | 2 9 6 | 162 | 4 12 0 | 4 3 0 | 3 9 6 | 3 5 6 |
| 103 | 3 14 6 | 3 7 3 | 2 16 4 | 2 9 6 | 163 | 4 12 6 | 4 3 5 | 3 9 10 | 3 5 6 |
| 104 | 3 15 0 | 3 7 8 | 2 16 9 | 2 10 0 | 164 | 4 13 0 | 4 3 11 | 3 10 3 | 3 6 0 |
| 105 | 3 15 0 | 3 7 8 | 2 16 9 | 2 10 0 | 165 | 4 13 6 | 4 4 4 | 3 10 7 | 3 6 6 |
| 106 | 3 15 6 | 3 8 2 | 2 17 1 | 2 10 6 | 166 | 4 14 0 | 4 4 10 | 3 11 0 | 3 7 0 |
| 107 | 3 15 6 | 3 8 2 | 2 17 1 | 2 10 6 | 167 | 4 15 0 | 4 5 8 | 3 11 9 | 3 7 6 |
| 108 | 3 16 0 | 3 8 7 | 2 17 6 | 2 11 0 | 168 | 4 15 6 | 4 6 2 | 3 12 1 | 3 7 6 |
| 109 | 3 16 0 | 3 8 7 | 2 17 6 | 2 11 0 | 169 | 4 16 0 | 4 6 7 | 3 12 6 | 3 8 0 |
| 110 | 3 16 6 | 3 9 1 | 2 17 10 | 2 11 6 | 170 | 4 16 6 | 4 7 1 | 3 12 10 | 3 8 6 |
| 111 | 3 16 6 | 3 9 1 | 2 17 10 | 2 11 6 | 171 | 4 17 0 | 4 7 6 | 3 13 3 | 3 9 0 |
| 112 | 3 17 0 | 3 9 6 | 2 18 3 | 2 12 0 | 172 | 4 17 6 | 4 7 11 | 3 13 7 | 3 9 6 |
| 113 | 3 17 0 | 3 9 6 | 2 18 3 | 2 12 0 | 173 | 4 18 0 | 4 8 5 | 3 14 0 | 3 9 6 |
| 114 | 3 17 6 | 3 9 11 | 2 18 7 | 2 12 6 | 174 | 4 18 6 | 4 8 10 | 3 14 4 | 3 10 0 |
| 115 | 3 17 6 | 3 9 11 | 2 18 7 | 2 12 6 | 175 | 4 19 0 | 4 9 4 | 3 14 9 | 3 10 6 |
| 116 | 3 18 0 | 3 10 5 | 2 19 0 | 2 13 0 | 176 | 5 0 0 | 4 10 2 | 3 15 6 | 3 11 0 |
| 117 | 3 18 0 | 3 10 5 | 2 19 0 | 2 13 0 | 177 | 5 0 6 | 4 10 8 | 3 15 10 | 3 11 6 |
| 118 | 3 18 0 | 3 10 5 | 2 19 0 | 2 13 0 | 178 | 5 1 0 | 4 11 1 | 3 16 3 | 3 11 6 |
| 119 | 3 18 6 | 3 10 10 | 2 19 4 | 2 13 6 | 179 | 5 1 6 | 4 11 7 | 3 16 7 | 3 12 0 |
| 120 | 3 18 6 | 3 10 10 | 2 19 4 | 2 13 6 | 180 | 5 2 0 | 4 12 0 | 3 17 0 | 3 12 6 |
| 121 | 3 19 0 | 3 11 4 | 2 19 9 | 2 14 0 | 181 | 5 2 6 | 4 12 5 | 3 17 4 | 3 13 0 |
| 122 | 3 19 0 | 3 11 4 | 2 19 9 | 2 14 0 | 182 | 5 3 0 | 4 12 11 | 3 17 9 | 3 13 6 |
| 123 | 3 19 6 | 3 11 9 | 3 0 1 | 2 14 6 | 183 | 5 3 6 | 4 13 4 | 3 18 1 | 3 13 6 |
| 124 | 3 19 6 | 3 11 9 | 3 0 1 | 2 14 6 | 184 | 5 4 0 | 4 13 10 | 3 18 6 | 3 14 0 |
| 125 | 4 0 0 | 3 12 2 | 3 0 6 | 2 15 0 | 185 | 5 4 6 | 4 14 3 | 3 18 10 | 3 14 6 |
| 126 | 4 0 0 | 3 12 2 | 3 0 6 | 2 15 0 | 186 | 5 5 6 | 4 15 2 | 3 19 7 | 3 15 0 |
| 127 | 4 0 6 | 3 12 8 | 3 0 10 | 2 15 6 | 187 | 5 6 0 | 4 15 7 | 4 0 0 | 3 15 0 |
| 128 | 4 0 6 | 3 12 8 | 3 0 10 | 2 15 6 | 188 | 5 6 6 | 4 16 1 | 4 0 4 | 3 15 6 |
| 129 | 4 1 0 | 3 13 1 | 3 1 3 | 2 16 0 | 189 | 5 7 0 | 4 16 6 | 4 0 9 | 3 16 0 |
| 130 | 4 1 0 | 3 13 1 | 3 1 3 | 2 16 0 | 190 | 5 7 6 | 4 16 11 | 4 1 1 | 3 16 6 |
| 131 | 4 1 6 | 3 13 7 | 3 1 7 | 2 16 6 | 191 | 5 8 0 | 4 17 5 | 4 1 6 | 3 17 0 |
| 132 | 4 1 6 | 3 13 7 | 3 1 7 | 2 16 6 | 192 | 5 8 6 | 4 17 10 | 4 1 10 | 3 17 0 |
| 133 | 4 2 0 | 3 14 0 | 3 2 0 | 2 17 0 | 193 | 5 9 0 | 4 18 4 | 4 2 3 | 3 17 6 |
| 134 | 4 2 0 | 3 14 0 | 3 2 0 | 2 17 0 | 194 | 5 9 6 | 4 18 9 | 4 2 7 | 3 18 0 |
| 135 | 4 2 6 | 3 14 5 | 3 2 4 | 2 17 6 | 195 | 5 10 6 | 4 19 8 | 4 3 4 | 3 18 6 |
| 136 | 4 2 6 | 3 14 5 | 3 2 4 | 2 17 6 | 196 | 5 11 0 | 5 0 1 | 4 3 9 | 3 19 0 |
| 137 | 4 2 6 | 3 14 5 | 3 2 4 | 2 18 0 | 197 | 5 11 6 | 5 0 7 | 4 4 1 | 3 19 0 |
| 138 | 4 3 0 | 3 14 11 | 3 2 9 | 2 18 0 | 198 | 5 12 0 | 5 1 0 | 4 4 6 | 3 19 6 |
| 139 | 4 3 0 | 3 14 11 | 3 2 9 | 2 18 0 | 199 | 5 12 6 | 5 1 5 | 4 4 10 | 4 0 0 |
| 140 | 4 3 6 | 3 15 4 | 3 3 1 | 2 18 6 | 200 | 5 13 0 | 5 1 11 | 4 5 3 | 4 0 6 |
| 141 | 4 3 6 | 3 15 4 | 3 3 1 | 2 18 6 | 201 | 5 13 6 | 5 2 4 | 4 5 7 | 4 1 0 |
| 142 | 4 4 0 | 3 15 10 | 3 3 6 | 2 19 0 | 202 | 5 14 0 | 5 2 10 | 4 6 0 | 4 1 0 |
| 143 | 4 4 0 | 3 15 10 | 3 3 6 | 2 19 0 | 203 | 5 14 6 | 5 3 3 | 4 6 4 | 4 1 6 |
| 144 | 4 4 6 | 3 16 3 | 3 3 10 | 2 19 6 | 204 | 5 15 6 | 5 4 2 | 4 7 1 | 4 2 0 |
| 145 | 4 4 6 | 3 16 3 | 3 3 10 | 2 19 6 | 205 | 5 16 0 | 5 4 7 | 4 7 6 | 4 2 6 |
| 146 | 4 5 0 | 3 16 8 | 3 4 3 | 3 0 0 | 206 | 5 16 6 | 5 5 1 | 4 7 10 | 4 3 0 |
| 147 | 4 5 0 | 3 16 8 | 3 4 3 | 3 0 0 | 207 | 5 17 0 | 5 5 6 | 4 8 3 | 4 3 0 |
| 148 | 4 5 6 | 3 17 2 | 3 4 7 | 3 0 6 | 208 | 5 17 6 | 5 5 11 | 4 8 7 | 4 3 6 |
| 149 | 4 5 6 | 3 17 2 | 3 4 7 | 3 0 6 | 209 | 5 18 0 | 5 6 5 | 4 9 0 | 4 4 0 |
| 150 | 4 6 0 | 3 17 7 | 3 5 0 | 3 1 0 | 210 | 5 18 6 | 5 6 10 | 4 9 4 | 4 4 6 |
| 151 | 4 6 0 | 3 17 7 | 3 5 0 | 3 1 0 | 211 | 5 19 0 | 5 7 4 | 4 9 9 | 4 4 6 |
| 152 | 4 6 6 | 3 18 1 | 3 5 4 | 3 1 6 | 212 | 5 19 6 | 5 7 9 | 4 10 1 | 4 5 0 |
| 153 | 4 7 0 | 3 18 6 | 3 5 9 | 3 2 0 | 213 | 6 0 6 | 5 8 8 | 4 10 10 | 4 5 6 |
| 154 | 4 7 6 | 3 18 11 | 3 6 1 | 3 2 0 | 214 | 6 1 0 | 5 9 1 | 4 11 3 | 4 6 0 |
| 155 | 4 8 0 | 3 19 5 | 3 6 6 | 3 2 6 | 215 | 6 1 6 | 5 9 7 | 4 11 7 | 4 6 6 |
| 156 | 4 8 6 | 3 19 10 | 3 6 10 | 3 3 0 | 216 | 6 2 0 | 5 10 0 | 4 12 0 | 4 6 6 |
| 157 | 4 9 0 | 4 0 4 | 3 7 3 | 3 3 6 | 217 | 6 2 6 | 5 10 5 | 4 12 4 | 4 7 0 |
| 158 | 4 10 0 | 4 1 2 | 3 8 0 | 3 4 0 | 218 | 6 3 0 | 5 10 11 | 4 12 9 | 4 7 6 |
| 159 | 4 10 6 | 4 1 8 | 3 8 4 | 3 4 0 | 219 | 6 3 6 | 5 11 4 | 4 13 1 | 4 8 0 |

LIVE STOCK MILEAGE RATES—continued.

| Miles. | Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Sheep Trucks. | Store Rate. Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. | Miles. | Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Sheep Trucks. | Store Rate Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. |
|--------|---|---|---|---|--------|---|---|--|---|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 220 | 6 4 0 | 5 11 10 | 4 13 6 | 4 8 6 | 280 | 7 17 6 | 7 1 11 | 5 18 7 | 5 12 0 |
| 221 | 6 4 6 | 5 12 3 | 4 13 10 | 4 8 6 | 281 | 7 18 0 | 7 2 5 | 5 19 0 | 5 12 6 |
| 222 | 6 5 6 | 5 13 2 | 4 14 7 | 4 9 0 | 282 | 7 18 6 | 7 2 10 | 5 19 4 | 5 13 0 |
| 223 | 6 6 0 | 5 13 7 | 4 15 0 | 4 9 6 | 283 | 7 19 0 | 7 3 4 | 5 19 9 | 5 13 0 |
| 224 | 6 6 6 | 5 14 1 | 4 15 4 | 4 10 0 | 284 | 7 19 6 | 7 3 9 | 6 0 1 | 5 13 6 |
| 225 | 6 7 0 | 5 14 6 | 4 15 9 | 4 10 6 | 285 | 8 0 0 | 7 4 2 | 6 0 6 | 5 14 0 |
| 226 | 6 7 6 | 5 14 11 | 4 16 1 | 4 10 6 | 286 | 8 0 6 | 7 4 8 | 6 0 10 | 5 14 6 |
| 227 | 6 8 0 | 5 15 5 | 4 16 6 | 4 11 0 | 287 | 8 1 6 | 7 5 7 | 6 1 7 | 5 15 0 |
| 228 | 6 8 6 | 5 15 10 | 4 16 10 | 4 11 6 | 288 | 8 2 0 | 7 6 0 | 6 2 0 | 5 15 0 |
| 229 | 6 9 0 | 5 16 4 | 4 17 3 | 4 12 0 | 289 | 8 2 6 | 7 6 5 | 6 2 4 | 5 15 6 |
| 230 | 6 9 6 | 5 16 9 | 4 17 7 | 4 12 6 | 290 | 8 3 0 | 7 6 11 | 6 2 9 | 5 16 0 |
| 231 | 6 10 0 | 5 17 2 | 4 18 0 | 4 12 6 | 291 | 8 3 6 | 7 7 4 | 6 3 1 | 5 16 6 |
| 232 | 6 11 0 | 5 18 1 | 4 18 9 | 4 13 0 | 292 | 8 4 0 | 7 7 10 | 6 3 6 | 5 17 0 |
| 233 | 6 11 6 | 5 18 7 | 4 19 1 | 4 13 6 | 293 | 8 4 6 | 7 8 3 | 6 3 10 | 5 17 0 |
| 234 | 6 12 0 | 5 19 0 | 4 19 6 | 4 14 0 | 294 | 8 5 0 | 7 8 8 | 6 4 3 | 5 17 6 |
| 235 | 6 12 6 | 5 19 5 | 4 19 10 | 4 14 0 | 295 | 8 5 6 | 7 9 2 | 6 4 7 | 5 18 0 |
| 236 | 6 13 0 | 5 19 11 | 5 0 3 | 4 14 6 | 296 | 8 6 6 | 7 10 1 | 6 5 4 | 5 18 6 |
| 237 | 6 13 6 | 6 0 4 | 5 0 7 | 4 15 0 | 297 | 8 7 0 | 7 10 6 | 6 5 9 | 5 19 0 |
| 238 | 6 14 0 | 6 0 10 | 5 1 0 | 4 15 6 | 298 | 8 7 6 | 7 10 11 | 6 6 1 | 5 19 0 |
| 239 | 6 14 6 | 6 1 3 | 5 1 4 | 4 16 0 | 299 | 8 8 0 | 7 11 5 | 6 6 6 | 5 19 6 |
| 240 | 6 15 0 | 6 1 8 | 5 1 9 | 4 16 0 | 300 | 8 8 6 | 7 11 10 | 6 6 10 | 6 0 0 |
| 241 | 6 16 0 | 6 2 7 | 5 2 6 | 4 16 6 | 301 | 8 9 0 | 7 12 4 | 6 7 3 | 6 0 6 |
| 242 | 6 16 6 | 6 3 1 | 5 2 10 | 4 17 0 | 302 | 8 9 6 | 7 12 9 | 6 7 7 | 6 1 0 |
| 243 | 6 17 0 | 6 3 6 | 5 3 3 | 4 17 6 | 303 | 8 10 0 | 7 13 2 | 6 8 0 | 6 1 0 |
| 244 | 6 17 6 | 6 3 11 | 5 3 7 | 4 18 0 | 304 | 8 10 6 | 7 13 8 | 6 8 4 | 6 1 6 |
| 245 | 6 18 0 | 6 4 5 | 5 4 0 | 4 18 0 | 305 | 8 11 0 | 7 14 1 | 6 8 9 | 6 2 0 |
| 246 | 6 18 6 | 6 4 10 | 5 4 4 | 4 18 6 | 306 | 8 12 0 | 7 15 0 | 6 9 6 | 6 2 6 |
| 247 | 6 19 0 | 6 5 4 | 5 4 9 | 4 19 0 | 307 | 8 12 6 | 7 15 5 | 6 9 10 | 6 2 6 |
| 248 | 6 19 6 | 6 5 9 | 5 5 1 | 4 19 6 | 308 | 8 13 0 | 7 15 11 | 6 10 3 | 6 3 0 |
| 249 | 7 0 0 | 6 6 2 | 5 5 6 | 5 0 0 | 309 | 8 13 6 | 7 16 4 | 6 10 7 | 6 3 6 |
| 250 | 7 1 0 | 6 7 1 | 5 6 3 | 5 0 0 | 310 | 8 14 0 | 7 16 10 | 6 11 0 | 6 4 0 |
| 251 | 7 1 6 | 6 7 7 | 5 6 7 | 5 0 6 | 311 | 8 14 6 | 7 17 3 | 6 11 4 | 6 4 6 |
| 252 | 7 2 0 | 6 8 0 | 5 7 0 | 5 1 0 | 312 | 8 15 0 | 7 17 8 | 6 11 9 | 6 4 6 |
| 253 | 7 2 6 | 6 8 5 | 5 7 4 | 5 1 6 | 313 | 8 15 6 | 7 18 2 | 6 12 1 | 6 5 0 |
| 254 | 7 3 0 | 6 8 11 | 5 7 9 | 5 2 0 | 314 | 8 16 0 | 7 18 7 | 6 12 6 | 6 5 6 |
| 255 | 7 3 6 | 6 9 4 | 5 8 1 | 5 2 0 | 315 | 8 17 0 | 7 19 6 | 6 13 3 | 6 6 0 |
| 256 | 7 4 0 | 6 9 10 | 5 8 6 | 5 2 3 | 316 | 8 17 6 | 7 19 11 | 6 13 7 | 6 6 6 |
| 257 | 7 4 6 | 6 10 3 | 5 8 10 | 5 3 0 | 317 | 8 18 0 | 8 0 5 | 6 14 0 | 6 6 6 |
| 258 | 7 5 0 | 6 10 8 | 5 9 3 | 5 3 6 | 318 | 8 18 6 | 8 0 10 | 6 14 4 | 6 7 0 |
| 259 | 7 6 0 | 6 11 7 | 5 10 0 | 5 3 6 | 319 | 8 19 0 | 8 1 4 | 6 14 9 | 6 7 6 |
| 260 | 7 6 6 | 6 12 1 | 5 10 4 | 5 4 0 | 320 | 8 19 6 | 8 1 9 | 6 15 1 | 6 8 0 |
| 261 | 7 7 0 | 6 12 6 | 5 10 9 | 5 4 6 | 321 | 9 0 0 | 8 2 2 | 6 15 6 | 6 8 6 |
| 262 | 7 7 6 | 6 12 11 | 5 11 1 | 5 5 0 | 322 | 9 0 6 | 8 2 8 | 6 15 10 | 6 8 6 |
| 263 | 7 8 0 | 6 13 5 | 5 11 6 | 5 5 6 | 323 | 9 1 0 | 8 3 1 | 6 16 3 | 6 9 0 |
| 264 | 7 8 6 | 6 13 10 | 5 11 10 | 5 5 6 | 324 | 9 2 0 | 8 4 0 | 6 17 0 | 6 9 6 |
| 265 | 7 9 0 | 6 14 4 | 5 12 3 | 5 6 0 | 325 | 9 2 6 | 8 4 5 | 6 17 4 | 6 10 0 |
| 266 | 7 9 6 | 6 14 9 | 5 12 7 | 5 6 6 | 326 | 9 3 0 | 8 4 11 | 6 17 9 | 6 10 6 |
| 267 | 7 10 0 | 6 15 2 | 5 13 0 | 5 7 0 | 327 | 9 3 6 | 8 5 4 | 6 18 1 | 6 10 6 |
| 268 | 7 10 6 | 6 15 8 | 5 13 4 | 5 7 6 | 328 | 9 4 0 | 8 5 10 | 6 18 6 | 6 11 0 |
| 269 | 7 11 6 | 6 16 7 | 5 14 1 | 5 7 6 | 329 | 9 4 6 | 8 6 3 | 6 18 10 | 6 11 6 |
| 270 | 7 12 0 | 6 17 0 | 5 14 6 | 5 8 0 | 330 | 9 5 0 | 8 6 8 | 6 19 3 | 6 12 0 |
| 271 | 7 12 6 | 6 17 5 | 5 14 10 | 5 8 6 | 331 | 9 5 6 | 8 7 2 | 6 19 7 | 6 12 0 |
| 272 | 7 13 0 | 6 17 11 | 5 15 3 | 5 9 0 | 332 | 9 6 0 | 8 7 7 | 7 0 0 | 6 12 6 |
| 273 | 7 13 6 | 6 18 4 | 5 15 7 | 5 9 6 | 333 | 9 7 0 | 8 8 6 | 7 0 9 | 6 13 0 |
| 274 | 7 14 0 | 6 18 10 | 5 16 0 | 5 9 6 | 334 | 9 7 6 | 8 8 11 | 7 1 1 | 6 13 6 |
| 275 | 7 14 6 | 6 19 3 | 5 16 4 | 5 10 0 | 335 | 9 8 0 | 8 9 5 | 7 1 6 | 6 14 0 |
| 276 | 7 15 0 | 6 19 8 | 5 16 9 | 5 10 6 | 336 | 9 8 6 | 8 9 10 | 7 1 10 | 6 14 0 |
| 277 | 7 15 6 | 7 0 2 | 5 17 1 | 5 11 0 | 337 | 9 9 0 | 8 10 4 | 7 2 3 | 6 14 6 |
| 278 | 7 16 6 | 7 1 1 | 5 17 10 | 5 11 6 | 338 | 9 9 6 | 8 10 9 | 7 2 7 | 6 15 0 |
| 279 | 7 17 0 | 7 1 6 | 5 18 3 | 5 11 6 | 339 | 9 10 0 | 8 11 2 | 7 3 0 | 6 15 6 |

LIVE STOCK MILEAGE RATES—continued.

| Miles. | Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. | Miles. | Full Rate. Sheep in Sheep Trucks, Cattle and Horses in Cattle Trucks. | Off-day Rate for Sheep in Trucks. | Store Rate, Sheep and Cattle Trucks. | Goods and Cattle Truck Rate for Sheep only. |
|--------|---|--|---|---|--------|---|--|---|---|
| | £ s. d. | £ s. d. | £ s. d. | £ s. d. | | £ s. d. | £ s. d. | £ s. d. | £ s. d. |
| 340 | 9 10 6 | 8 11 8 | 7 3 4 | 6 16 0 | 400 | 11 4 0 | 10 1 10 | 8 8 6 | 7 19 6 |
| 341 | 9 11 0 | 8 12 1 | 7 3 9 | 6 16 0 | 401 | 11 4 6 | 10 2 3 | 8 8 11 | 8 0 0 |
| 342 | 9 12 0 | 8 13 0 | 7 4 6 | 6 16 6 | 402 | 11 5 0 | 10 2 9 | 8 9 3 | 8 0 6 |
| 343 | 9 12 6 | 8 13 5 | 7 4 10 | 6 17 0 | 403 | 11 5 6 | 10 3 2 | 8 9 8 | 8 0 6 |
| 344 | 9 13 0 | 8 13 11 | 7 5 3 | 6 17 6 | 404 | 11 6 0 | 10 3 8 | 8 10 0 | 8 1 0 |
| 345 | 9 13 6 | 8 14 4 | 7 5 7 | 6 18 0 | 405 | 11 6 6 | 10 4 1 | 8 10 5 | 8 1 6 |
| 346 | 9 14 0 | 8 14 10 | 7 6 0 | 6 18 0 | 406 | 11 7 0 | 10 4 6 | 8 10 9 | 8 2 0 |
| 347 | 9 14 6 | 8 15 3 | 7 6 4 | 6 18 6 | 407 | 11 7 6 | 10 5 0 | 8 11 2 | 8 2 6 |
| 348 | 9 15 0 | 8 15 8 | 7 6 9 | 6 19 0 | 408 | 11 8 6 | 10 5 11 | 8 11 11 | 8 2 6 |
| 349 | 9 15 6 | 8 16 2 | 7 7 1 | 6 19 6 | 409 | 11 9 0 | 10 6 4 | 8 12 3 | 8 3 0 |
| 350 | 9 16 0 | 8 16 7 | 7 7 6 | 7 0 0 | 410 | 11 9 6 | 10 6 9 | 8 12 8 | 8 3 6 |
| 351 | 9 16 6 | 8 17 1 | 7 7 10 | 7 0 0 | 411 | 11 10 0 | 10 7 3 | 8 13 0 | 8 4 0 |
| 352 | 9 17 6 | 8 17 11 | 7 8 7 | 7 0 6 | 412 | 11 10 6 | 10 7 8 | 8 13 5 | 8 4 6 |
| 353 | 9 18 0 | 8 18 5 | 7 9 0 | 7 1 0 | 413 | 11 11 0 | 10 8 2 | 8 13 9 | 8 4 6 |
| 354 | 9 18 6 | 8 18 10 | 7 9 4 | 7 1 6 | 414 | 11 11 6 | 10 8 7 | 8 14 2 | 8 5 0 |
| 355 | 9 19 0 | 8 19 4 | 7 9 9 | 7 1 6 | 415 | 11 12 0 | 10 9 0 | 8 14 6 | 8 5 6 |
| 356 | 9 19 6 | 8 19 9 | 7 10 1 | 7 2 0 | 416 | 11 12 6 | 10 9 6 | 8 14 11 | 8 6 0 |
| 357 | 10 0 0 | 9 0 2 | 7 10 6 | 7 2 6 | 417 | 11 13 6 | 10 10 5 | 8 15 8 | 8 6 0 |
| 358 | 10 0 6 | 9 0 8 | 7 10 10 | 7 3 0 | 418 | 11 14 0 | 10 10 10 | 8 16 0 | 8 6 6 |
| 359 | 10 1 0 | 9 1 1 | 7 11 3 | 7 3 6 | 419 | 11 14 6 | 10 11 3 | 8 16 5 | 8 7 0 |
| 360 | 10 1 6 | 9 1 7 | 7 11 7 | 7 3 6 | 420 | 11 15 0 | 10 11 9 | 8 16 9 | 8 7 6 |
| 361 | 10 2 6 | 9 2 5 | 7 12 4 | 7 4 0 | 421 | 11 15 6 | 10 12 2 | 8 17 2 | 8 8 0 |
| 362 | 10 3 0 | 9 2 11 | 7 12 9 | 7 4 6 | 422 | 11 16 0 | 10 12 8 | 8 17 6 | 8 8 0 |
| 363 | 10 3 6 | 9 3 4 | 7 13 1 | 7 5 0 | 423 | 11 16 6 | 10 13 1 | 8 17 11 | 8 8 6 |
| 364 | 10 4 0 | 9 3 10 | 7 13 6 | 7 5 6 | 424 | 11 17 0 | 10 13 6 | 8 18 3 | 8 9 0 |
| 365 | 10 4 6 | 9 4 3 | 7 13 10 | 7 5 6 | 425 | 11 17 6 | 10 14 0 | 8 18 8 | 8 9 6 |
| 366 | 10 5 0 | 9 4 8 | 7 14 3 | 7 6 0 | 426 | 11 18 0 | 10 14 5 | 8 19 0 | 8 10 0 |
| 367 | 10 5 6 | 9 5 2 | 7 14 7 | 7 6 6 | 427 | 11 19 0 | 10 15 4 | 8 19 9 | 8 10 0 |
| 368 | 10 6 0 | 9 5 7 | 7 15 0 | 7 7 0 | 428 | 11 19 6 | 10 15 9 | 9 0 2 | 8 10 6 |
| 369 | 10 6 6 | 9 6 1 | 7 15 4 | 7 7 6 | 429 | 12 0 0 | 10 16 3 | 9 0 6 | 8 11 0 |
| 370 | 10 7 6 | 9 6 11 | 7 16 1 | 7 7 6 | 430 | 12 0 6 | 10 16 8 | 9 0 11 | 8 11 6 |
| 371 | 10 8 0 | 9 7 5 | 7 16 6 | 7 8 0 | 431 | 12 1 0 | 10 17 2 | 9 1 3 | 8 12 0 |
| 372 | 10 8 6 | 9 7 10 | 7 16 10 | 7 8 6 | 432 | 12 1 6 | 10 17 7 | 9 1 8 | 8 12 0 |
| 373 | 10 9 0 | 9 8 4 | 7 17 3 | 7 9 0 | 433 | 12 2 0 | 10 18 0 | 9 2 0 | 8 12 6 |
| 374 | 10 9 6 | 9 8 9 | 7 17 7 | 7 9 6 | 434 | 12 2 6 | 10 18 6 | 9 2 5 | 8 13 0 |
| 375 | 10 10 0 | 9 9 2 | 7 18 0 | 7 9 6 | 435 | 12 3 0 | 10 18 11 | 9 2 9 | 8 13 6 |
| 376 | 10 10 6 | 9 9 8 | 7 18 4 | 7 10 0 | 436 | 12 4 0 | 10 19 10 | 9 3 6 | 8 14 0 |
| 377 | 10 11 0 | 9 10 1 | 7 18 9 | 7 10 6 | 437 | 12 4 6 | 11 0 3 | 9 3 11 | 8 14 0 |
| 378 | 10 11 6 | 9 10 7 | 7 19 1 | 7 11 0 | 438 | 12 5 0 | 11 0 9 | 9 4 3 | 8 14 6 |
| 379 | 10 12 6 | 9 11 5 | 7 19 10 | 7 11 0 | 439 | 12 5 6 | 11 1 2 | 9 4 8 | 8 15 0 |
| 380 | 10 13 0 | 9 11 11 | 8 0 3 | 7 11 6 | 440 | 12 6 0 | 11 1 8 | 9 5 0 | 8 15 6 |
| 381 | 10 13 6 | 9 12 4 | 8 0 7 | 7 12 0 | 441 | 12 6 6 | 11 2 1 | 9 5 5 | 8 15 6 |
| 382 | 10 14 0 | 9 12 10 | 8 1 0 | 7 12 6 | 442 | 12 7 0 | 11 2 6 | 9 5 9 | 8 16 0 |
| 383 | 10 14 6 | 9 13 3 | 8 1 4 | 7 13 0 | 443 | 12 7 6 | 11 3 0 | 9 6 2 | 8 16 6 |
| 384 | 10 15 0 | 9 13 8 | 8 1 9 | 7 13 0 | 444 | 12 8 0 | 11 3 5 | 9 6 6 | 8 17 0 |
| 385 | 10 15 6 | 9 14 2 | 8 2 1 | 7 13 6 | 445 | 12 9 0 | 11 4 4 | 9 7 3 | 8 17 6 |
| 386 | 10 16 0 | 9 14 7 | 8 2 6 | 7 14 0 | 446 | 12 9 6 | 11 4 9 | 9 7 8 | 8 17 6 |
| 387 | 10 16 6 | 9 15 1 | 8 2 10 | 7 14 6 | 447 | 12 10 0 | 11 5 3 | 9 8 0 | 8 18 0 |
| 388 | 10 17 0 | 9 15 6 | 8 3 3 | 7 15 0 | 448 | 12 10 6 | 11 5 8 | 9 8 5 | 8 18 6 |
| 389 | 10 18 0 | 9 16 5 | 8 4 0 | 7 15 0 | 449 | 12 11 0 | 11 6 2 | 9 8 9 | 8 19 0 |
| 390 | 10 18 6 | 9 16 10 | 8 4 4 | 7 15 6 | 450 | 12 11 6 | 11 6 7 | 9 9 2 | 8 19 6 |
| 391 | 10 19 0 | 9 17 4 | 8 4 9 | 7 16 0 | 451 | 12 12 0 | 11 7 0 | 9 9 6 | 8 19 6 |
| 392 | 10 19 6 | 9 17 9 | 8 5 1 | 7 16 6 | 452 | 12 12 6 | 11 7 6 | 9 9 11 | 9 0 0 |
| 393 | 11 0 0 | 9 18 2 | 8 5 6 | 7 17 0 | 453 | 12 13 0 | 11 7 11 | 9 10 3 | 9 0 6 |
| 394 | 11 0 6 | 9 18 8 | 8 5 10 | 7 17 0 | 454 | 12 14 0 | 11 8 10 | 9 11 0 | 9 1 0 |
| 395 | 11 1 0 | 9 19 1 | 8 6 3 | 7 17 6 | 455 | 12 14 6 | 11 9 3 | 9 11 5 | 9 1 6 |
| 396 | 11 1 6 | 9 19 7 | 8 6 7 | 7 18 0 | 456 | 12 15 0 | 11 9 9 | 9 11 9 | 9 1 6 |
| 397 | 11 2 0 | 10 0 0 | 8 7 0 | 7 18 6 | 457 | 12 15 6 | 11 10 2 | 9 12 2 | 9 2 0 |
| 398 | 11 3 0 | 10 0 11 | 8 7 9 | 7 18 6 | 458 | 12 16 0 | 11 10 8 | 9 12 6 | 9 2 6 |
| 399 | 11 3 6 | 10 1 4 | 8 8 1 | 7 19 0 | 459 | 12 16 6 | 11 11 1 | 9 12 11 | 9 3 0 |

CHARGES FOR THE CARRIAGE OF GOODS TO AND FROM THE PORT MELBOURNE AND WILLIAMSTOWN PIERS.

| INWARDS CARGOES. | | |
|---|-------------------|-------------------------------|
| TO MELBOURNE FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS— | s. d. | |
| General cargo, n.o.s. ... | 3 0 | per ton. |
| Coin and Bullion ... | Same as Outwards. | |
| Jewellery and Silver-plate ... | 2 6 | per case. |
| Britannia Metal } 3s. per ton of 40 cubic feet, | | |
| Electro-plate } minimum 2s. 6d. per case, | | |
| Mixed Metal } cask, or package when the | | |
| Plated Goods } value is £5 and upwards. | | |
| Opium ... | 2 6 | per pkg. |
| Vehicles, two-wheeled ... | 7 6 | each. |
| „ four-wheeled ... | 10 0 | „ |
| Goods in Class A.P. shall be carried at the rates and conditions applicable to that class | | |
| TO GEELONG FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS— | | |
| General cargo, n.o.s. ... | 5 0 | per ton. |
| OUTWARDS CARGOES. | | |
| FROM MELBOURNE TO PORT MELBOURNE OR WILLIAMSTOWN PIERS— | s. d. | |
| General cargo, n.o.s. ... | 3 0 | per ton. |
| Basils and Skins pressed, not exceeding 4 cwt. ... | 0 6 | per bale. |
| Basils and Skins pressed, over 4 and not exceeding 8 cwt. ... | 1 0 | „ |
| Basils and Skins unpressed or exceeding 8 cwt. ... | 1 6 | „ |
| Coin and Bullion in charge of owners and at their risk— | | |
| Copper Coin ... | 1 3 | per £25 sterling. |
| Gold Coin ... | 1 3 | per £1,000 sterling. |
| „ Bullion ... | 2 6 | per 1,000 ozs. |
| Silver, Coin ... | 2 6 | per £1,000 sterling. |
| „ Bullion ... | 2 6 | per 1,000 ozs. |
| Feathers ... | 1 3 | per bale. |
| Hair, dumped ... | 0 6 | „ |
| „ undumped ... | 1 0 | „ |
| Hogsheads or Barrels, empty ... | 0 3 | each. |
| Leather, in bales not exceeding 8 cwt. ... | 1 3 | per bale. |
| Leather, in bales over 8 and not exceeding 12 cwt. ... | 1 9 | „ |
| Meat, Frozen (see page 84). ... | | |
| Rags, in bales not exceeding 4 cwt. ... | 1 0 | „ |
| Rags, in bales over 4 and not exceeding 8 cwt. ... | 1 6 | „ |
| Ship's Stores ... | 2 6 | per ton. |
| Tanks, empty ... | 2 6 | each. |
| Vehicles ... | Same as Inwards. | |
| Goods in Class A.P. from Melbourne to Port Melbourne or Williamstown Piers shall be carried at the rates and conditions applicable to that class. | | |
| TO GRAHAM-STREET SIDING FROM PORT MELBOURNE PIER— | s. d. | |
| General cargo, n.o.s. ... | 2 6 | per ton. |
| TO WILLIAMSTOWN SIDINGS OR SHEDS FROM WILLIAMSTOWN PIER— | | |
| Coal ... | 1 0 | „ |
| Phosphates ... | 1 0 | „ |
| TO OTHER STATIONS FROM PORT MELBOURNE OR WILLIAMSTOWN PIERS— | | |
| The Tariff Rates and conditions shall be applicable subject to the rates from the piers to Melbourne as a minimum. | | |
| FROM PORT MELBOURNE OR WILLIAMSTOWN SIDINGS AND SHEDS TO THE PIERS AT PORT MELBOURNE AND WILLIAMSTOWN RESPECTIVELY— | s. d. | |
| General cargo, n.o.s. ... | 2 6 | per ton. |
| FROM GRAHAM-STREET OR BRIDGE-STREET SIDINGS TO PORT MELBOURNE PIER— | | |
| Coal, n.o.s., including weighing, owners to load and unload ... | 2 6 | „ |
| Coal, for steamers <i>Hygeia</i> and <i>Ozone</i> , including weighing, owners to load and unload ... | 1 0 | „ |
| Tallow, in truck loads, owners to load ... | 2 6 | „ |
| FROM GEELONG TO PORT MELBOURNE AND WILLIAMSTOWN PIERS— | | |
| General cargo, n.o.s. ... | 5 0 | „ |
| FROM WINDSOR TO PORT MELBOURNE PIER— | | |
| Tin clippings in truck loads ... | 2 6 | per ton, including unloading. |
| FROM OTHER STATIONS TO PORT MELBOURNE OR WILLIAMSTOWN PIERS— | | |
| The Tariff rates and conditions shall be applicable subject to the rates from Melbourne to the Piers as a minimum. | | |

GENERAL.

1. The Minimum Charges which shall be imposed in respect of the traffic to and from the Piers are as under :—

| | | | | | | |
|--|-----|-----|-----|-----|---|---|
| Not exceeding 10 cubic feet or 5 cwt. | ... | ... | ... | ... | 1 | 0 |
| Over 10 cubic feet or 5 cwt. and not exceeding 20 cubic feet or 10 cwt. | ... | ... | ... | ... | 1 | 6 |
| Over 20 cubic feet or 10 cwt. at the rate of 3s. per 40 cubic feet or ton. | ... | ... | ... | ... | | |

2. If any cargo be landed in mistake at the Piers and forwarded to Melbourne, it may be returned at half-rate, if the full freight charges were paid on the forward journey.

3. If any single package exceeds 2 tons dead weight, a charge of 1s. per ton in addition to the freight will be made to cover the extra cost of loading or unloading.

4. All goods shall, except as provided hereunder, be charged according to dead weight of 2,240 lbs. or measurement of 40 cubic feet to the ton at the option of the Commissioners, viz. :—

| | | | | | |
|----------------------------------|-----|-----|-----|-----|---------------------------|
| Cocoa Nuts, stripped or in fibre | ... | ... | ... | ... | 350 to the ton. |
| Coir Rope and Fibre | ... | ... | ... | ... | 10 cwt. to the ton. |
| Felloes | ... | ... | ... | ... | 250 to the ton. |
| Hides, wet | ... | ... | ... | ... | 40 to the ton. |
| India Rubber Cuttings | ... | ... | ... | ... | 10 cwt. to the ton. |
| Infusorial Earth | ... | ... | ... | ... | 10 cwt. to the ton. |
| Rattans | ... | ... | ... | ... | 10 cwt. to the ton. |
| Slates | ... | ... | ... | ... | 134 cwt. to the ton. |
| Sugar Pockets, empty (Loose) | ... | ... | ... | ... | 750 to the ton. |
| Tiles, roofing | ... | ... | ... | ... | 134 cwt. to the ton. |
| Timber, softwood | ... | ... | ... | ... | 40 cubic feet to the ton. |
| „ hardwood | ... | ... | ... | ... | 30 cubic feet to the ton. |

HAULAGE OF GRAIN AND FODDER AT WILLIAMSTOWN PIER.

(a) Agricultural Produce discharged into the sheds and then manufactured, pressed, or repacked shall be charged 6d. per ton, minimum 3s. per truck for haulage from the sheds to the piers.

(b) Except as provided in clause (a) all agricultural produce discharged into sheds or transferred from one pier to another pier will be hauled from the sheds to the piers, or from one pier to another pier, without charge.

(c) Agricultural produce rejected at the ship's side shall be charged 6d. per ton, minimum 3s. per truck for haulage from the piers to the shed.

(d) Agricultural produce hauled from one shed to another shed shall be charged 6d. per ton, minimum 3s. per truck.

HAULAGE OF TIMBER, WILLIAMSTOWN PIER.

Timber for lining vessels or dunnage purposes forwarded from the local sidings at Williamstown Pier to ship's side shall be charged 1s. per ton, minimum 6 tons per four-wheeled truck. Timber (old sleepers) forwarded from one grain site or shed to another grain site or shed at Williamstown Pier shall be charged 6d. per ton, minimum 3s. per four-wheeled truck.

STORAGE AT MELBOURNE.

Storage on Inwards Cargoes discharged at the Williamstown and Port Melbourne Piers, and conveyed by rail to Melbourne, shall be allowed as follows :—

Shed and Yard Storage.—After ten days' free storage beyond the date when the delivery of each consignment from the ship to the shed or yard is completed, a charge at the rate of 1s. per ton for a further seven days or part thereof will be made, and afterwards the charge will be at the rate of 1s. per ton per day.

Inter-State Traffic.—No charge for storage will be made if consignments are re-exported within two days of ship's clearance.

CHARGES FOR STORAGE, ETC., AT WILLIAMSTOWN PIER.

The following charges and conditions will apply to all grain and cereals placed in the Commissioners' sheds prior to shipment :—

Storage.—Threepence per ton per week or part thereof. Minimum charge, 1s.

For uncovering, unloading, trucking to scales for weighing, stacking up to three bags high, reloading and covering, if the work be done by the Commissioners, 10d. per ton.

For use of the Commissioners' sheds for unloading, weighing, sorting, and reloading grain, consigned to find labour, and storage not required, 1d. per ton.

PORTERAGE RATES FOR LUGGAGE, ETC., AT PORT MELBOURNE PIER.

The undermentioned rates will be charged for portorage of Passengers' Luggage, &c., between the Port Melbourne Station and steam and sailing vessels of all kinds berthed alongside the Port Melbourne Railway Pier :—

| Packages under 56 lbs. each. | | Packages weighing 1 cwt. and under 2 cwt. | |
|--|-----|---|-----|
| Single package | ... | Single package | ... |
| Two or more packages for same person | ... | Two or more packages for same person | ... |
| Packages weighing 56 lbs. and under 1 cwt. | ... | Any number of packages for same person or family exceeding 1 ton, shall be charged for at the rate of ... | ... |
| Single package | ... | | ... |
| Two or more packages for same person | ... | | ... |

GENERAL BY-LAWS FOR RAILWAY PIERS.

Interpretation.

The word "Commissioners" in this By-law shall mean the Victorian Railways Commissioners; the word "pier" shall mean any railway pier, wharf, or jetty, or any railway breakwater if used as a pier, the property of, vested in, or under the jurisdiction of the Commissioners; and the word "pier-master" shall mean any railway pier-master, acting or assistant pier-master, station-master, assistant station-master, or other duly accredited officer in charge of a pier for the Commissioners.

No vessel to be moored without authority.

(1.) No ship or vessel of any kind or description whatsoever shall be moored or fastened to any pier or attached to any ship or vessel of any kind or description whatsoever so moored or fastened without the prior consent in writing of the pier-master; and the master or other person causing any such ship or vessel to be so moored or fastened or attached without such consent as aforesaid shall be liable to a penalty not exceeding Ten pounds; and should the pier-master not have given his consent to the mooring or fastening of such vessel he may proceed to remove the vessel in the manner prescribed under the provisions of section 17 of the Railways Act 1135.

Vessels to take on board ballast or cargo to steady such vessels.

(2.) When and so soon as the discharge of the cargo of any vessel at any pier shall have been completed, and irrespective of whether such discharge shall have been carried out within the period fixed therefor, the master of such vessel the unloading of which shall have been completed shall immediately thereafter cause to be taken on board thereof such sand, stone, or other ballast or such cargo as may be required to steady such vessel.

Vessels to be removed when notice is given by pier-master.

(3.) Every vessel shall be removed by the master thereof from any pier to such a position as will not obstruct any other vessel or vessels from reaching, leaving, or using such pier within three hours after written notice shall have been left on board by the pier-master requiring the removal of such vessel, and any master failing to so remove such vessel within the period aforesaid prescribed shall be liable to a penalty not exceeding One pound per hour for each and every hour thereafter during which such vessel may not be so removed.

Discharging and loading to be proceeded with by day and night if required.

(4.) The master of any vessel which occupies a berth at any pier, if so required by the pier-master, shall cause the discharge and the loading thereof both of ballast and of cargo to be proceeded with vigorously during the whole 24 hours of every day except Sundays, and shall render the usual assistance and provide the usual facilities, rigging, and equipment to permit of such expeditious discharge and loading. In the event of the neglect, refusal, or failure of the master of any such vessel when so required to cause such discharge or loading of his vessel to be so proceeded with, or should such master neglect or refuse or fail to render the usual assistance or provide the usual facilities, rigging, and equipment, he shall be liable to a penalty not exceeding One pound for each and every hour during which any such neglect or refusal or failure may continue, with the exception of Sundays and any period during which the weather conditions may, in the opinion of the pier-master, be such as to render it impracticable to carry on the work of discharging or loading or such as to cause damage to the cargo while being discharged or loaded.

(5.) In addition to any other toll or penalty which may be or may become due under this or any other by-law for the time being in force, the master of any vessel shall be liable to pay a toll for berthage of One farthing per ton register for every six hours or part thereof such vessel continues to occupy a berth at any pier in excess of the time required to discharge or load ballast or cargo, calculated as follows. Subject to the provisions of this clause, the master of any vessel occupying a berth at any pier shall be free of any toll for berthage :—

Limit of time as to discharge or loading of cargo or ballast.

| | During the usual working hours the tonnage to be discharged or loaded per hour shall be at the average rate of not less than— | During such hours (other than the usual working hours) as the pier-master may direct the discharge or loading of vessels to be carried on, the tonnage to be discharged or loaded per hour shall be at the average rate of not less than— |
|---|---|---|
| | | |
| Ballast, Coal, Wheat, Oats, Compressed Fodder ... | 25 tons | 20 tons |

In the case of any vessel discharging or loading cargo other than coal, wheat, compressed fodder, or oats (for the purpose of calculating the time during which such vessel may occupy a berth free of the said toll) the tonnage to be discharged or loaded per hour shall be fixed by the pier-master, having regard to the character of such cargo. For the purposes of this clause, the usual working hours shall be regarded as from half-past seven a.m. until twelve noon, and from one p.m. until five p.m. of every day except Saturdays and Sundays, and on Saturdays from half-past seven a.m. until one p.m.

Any hours during which the weather conditions may, in the opinion of the pier-master, be such as to render it impracticable to carry on the work of discharging or loading, or such as to cause damage to the cargo while being discharged or loaded, shall be added to the time during which a vessel may occupy a berth free of the said toll.

(6.) The pier-master may at any time direct that any vessel be discharged or loaded by stevedores, and such stevedores shall be employed by and at the risk and expense of the master or agents of such vessel, and not by or on behalf of the Commissioners.

To be discharged or loaded at expense of agent or master.

(7.) No person unless duly authorized by the pier-master to supply ballast to or remove ballast from any vessel lying at any pier shall come upon such pier with ballast for or from any vessel, and any person guilty of a breach of this provision shall be liable to a penalty not exceeding Ten pounds in respect of each and every such breach.

Pier not to be used for removal of ballast without authority.

(8.) Any person who continues to weigh or sample grain, wool, or other goods on the pier, or on trucks or other vehicles standing on the pier, after notice in writing from the pier-master has been served on him to discontinue such weighing or sampling, shall be liable to a penalty not exceeding One pound for each and every hour during which such weighing or sampling continues after the service of such notice.

Weighing and sampling.

(9.) Ship's spars, boats, hencoops, empty casks or cases, or other things belonging or appertaining to any ship or vessel lying at the pier shall not be placed or left lying on any part of any pier without the prior permission in writing of the pier-master. Any person who commits, permits, or causes a breach of this provision shall be liable to a penalty not exceeding Ten shillings for each and every hour during which such breach continues.

Spars, &c., not to be placed or left on pier.

Charges for
licences to ply
for hire.

(10.) Tolls shall be paid in respect of any boat or steamer plying for hire to and from any pier not exceeding the tolls specified in the following scale :—

- (a) For every boat propelled by oars only, 5s. per annum.
- (b) For every sailing boat licensed to carry ten passengers, 10s. per annum.
- (c) For every steam-boat, £10 per annum.

No vessels or
boats to ply
from pier
without licence.

(11.) No boatman, waterman, master of any vessel, or other person shall ply for hire to or from any pier unless duly licensed by the Commissioners; and any person who infringes this provision shall be liable to a penalty not exceeding Ten pounds in respect of each and every such infringement.

Tolls on goods
and live stock
taken along the
piers to or from
vessels at piers.

(12.) Tolls shall be paid on goods and animals not forwarded by rail which may be received at or delivered upon or from any pier, as follows; and in every case the consent of the pier-master to the receipt at or delivery upon or from such pier of such goods and animals shall be first obtained. All handling shall be done by the owner, consignor, or consignee, who shall also accept all risks :—

| | |
|--|-----------------------|
| Horses | 2s. 6d. per head. |
| Cattle | 2s. 6d. per head. |
| Sheep, exported | 2s. 6d. per score. |
| Sheep, imported | 1s. each. |
| Pigs | 3d. each. |
| Vehicles | 2s. 6d. each. |
| Goods not otherwise specified, per ton of 40 cubic feet or 20 cwt. .. | 1s. per ton, min. 3d. |
| Pianos | 1s. each. |
| Bicycles, trieycles, and perambu- lators | 3d. each. |
| Packages not exceeding 56 lbs. weight | 2d. each. |

Tolls on goods
brought to or
taken from
vessels at piers,
by water.

(13.) Tolls shall be paid in respect of any Railway pier at Williamstown and Port Melbourne on goods brought to or taken from any vessel using any such pier by lighter or other vessel in accordance with the under specified scale :—

(a) Where such goods are taken to or brought from Melbourne *via* the River Yarra—

| | |
|-----------------------------------|---------------|
| For every ton of general cargo .. | 2s. per ton. |
| For every bale of wool .. | 1s. per bale. |
| For every bale of leather .. | 1s. per bale. |

(b) In all cases other than the above—

| | |
|-----------------------------------|---------------|
| For every ton of general cargo .. | 4d. per ton. |
| For every bale of wool .. | 2d. per bale. |
| For every bale of leather .. | 2d. per bale. |

Tolls shall be paid in respect of any Railway pier situated elsewhere than at Williamstown and Port Melbourne, on goods brought to or taken from any vessel using such pier by lighter or other vessel, in accordance with the under specified scale :—

| | |
|-----------------------------------|---------------|
| For every ton of general cargo .. | 4d. per ton. |
| For every bale of wool .. | 2d. per bale. |
| For every bale of leather .. | 2d. per bale. |

All tolls as aforesaid shall be primarily payable by the owner or other person for the time being entitled to the earnings of the lighter or other vessel bringing the goods to or taking the goods from any vessel using any such pier; and in the event of the non-payment of such toll or tolls by such owner or other person within fourteen days after demand from such owner or other person, the said toll or tolls may be sued for and recovered by the Commissioners from the consignors or consignees of the said goods, or from the vessel to or from which such goods were taken or brought.

(14.) Nothing in this by-law shall prevent the pier-master from removing any vessel at any time in terms of the Statute on the subject.

Power to remove vessel.

(15.) Any person who hinders, prevents, or obstructs the pier-master in the execution of his duty shall be liable to a penalty not exceeding Ten pounds in respect of each and every such offence.

Pier-master not to be hindered in the execution of his duty.

Extracts from the Railways Act 1135.

15. The collector of rates may, either alone or with any other person, enter into any vessel berthed or lying at or moored to any pier, wharf, or jetty in order to ascertain the tolls payable in respect of such vessel or of any goods therein.

Collector may enter on vessels to ascertain rates payable.

16. The master of every registered vessel berthed or moored at any such pier, wharf, or jetty shall, on demand, produce the certificate of the registry of such vessel to the collector of rates.

Master of vessel to produce certificate of registry.

17. If the master of any vessel at any pier, wharf, or jetty respectively shall not moor, unmoor, place, or remove the same vessel according to the directions of the pier, wharf, or jetty master, or if there be no person on board of any such vessel to attend to such directions, the pier, wharf, or jetty master may cause such vessel to be moored, unmoored, placed, or removed as he shall think fit, and for that purpose may cast off, unloose, or cut the rope, or unshackle or break the chain by which any such vessel is moored or fastened; (a) and the mooring, unmooring, placing, or removing of such vessel shall be deemed to be work done by the Commissioner or company for and at the request of the owner or master of such vessel, and may be recovered accordingly.

Pier-master's directions may be executed at cost of vessels.

18. Every vessel at any pier, wharf, or jetty shall have substantial hawsers, tow-lines, and fasts fixed to the mooring posts when required by the pier, wharf, or jetty master.

Vessels at piers or jetties to be properly secured.

26. If any vessel be at any pier, wharf, or jetty without substantial hawsers, tow-lines, or fasts fixed to the mooring posts as hereinbefore directed, after notice from the pier, wharf, or jetty master to the master of such vessel to furnish or fix the same, such master shall for every such offence be liable to a penalty not exceeding Ten pounds.

Penalty for vessel insecurely moored.

27. If any person other than the pier, wharf, or jetty master, acting under the power hereinbefore given to him in that behalf, wilfully cut, break, or destroy the mooring or fastening of any vessel lying at the pier, wharf, or jetty, he shall for every such offence be liable to a penalty not exceeding Twenty pounds.

Penalty for wilfully cutting moorings.

28. If the master of any vessel or the owner of any goods evade, or attempt to evade, the payment of the tolls payable to the Commissioner or company in respect of such vessel or goods, or any part thereof, he shall pay to the Commissioner or company three times the amount of the tolls of which he shall so have evaded or attempted to evade the payment; and the same shall be recovered from such master or owner respectively either summarily before two justices or by action in any court of competent jurisdiction.

Penalty for evasion of tolls.

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS.

(SUBJECT TO ALTERATION FROM TIME TO TIME.)

REFERENCES—

(a) Stations marked thus (a) are open for goods not requiring shed accommodation, such as sawn timber, firewood, stone, oats, chaff, &c., in truck loads at owner's risk. —(e) Goods Inwards must be prepaid; all Outwards to pay. —(L.G.) Stations marked thus (L.G.) are open for light goods not requiring crane power. No package sent to such stations must exceed 5 cwt. in weight. —(G.) Stations marked thus (G.) are open for goods of all descriptions.

| | | |
|--|------------------------------------|------------------------------|
| ADDINGTON—L. G. (e) | Bet Bet—L. G. (e) | Cannie—L. G. (e) |
| Agnes River—L. G. (e) | Bethanga—G. | Canterbury—(a) |
| Alberton—G. | Beulah—G. | Carapooce—L. G. (e) |
| Albion Stone Siding—Stone out. | Beveridge—L. G. (e) | Cargeeg's Siding—Chaff out. |
| Albury—G. | Birchip—G. | Carisbrook—G. |
| Alexandra-road—G. | Birregurra—L. G. | Carlsruhe—L. G. |
| Allansford—L. G. | Bittern—L. G. | Carrum—L. G. |
| Allendale—G. | Blackburn—(a) | Casterton—G. |
| Alphington—(a) in, L. G. out. (e) | Bloomfield—L. G. | Castlemaine—G. |
| Amphitheatre—L. G. (e) | Blowhard—L. G. (e) | Cathkin—L. G. |
| Antwerp—L. G. (e) | Boigbeat—L. G. (e) | Caulfield—(a) |
| Arapiles—L. G. (e) | Boisdale—L. G. (e) | Cave Hill Siding—Lime out. |
| Ararat—G. | Bolga—L. G. (a) (e) | Charlton—G. |
| Arcadia—G. | Bolinda—L. G. (e) | Cheltenham—L. G. |
| Arden-street North Melbourne—(a), firewood, timber, coal, grain, &c., certain consignees only. | Bonnie Doon—G. | Cheviot—G. (e) |
| Armstrong—L. G. (e) | Boolarra—G. | Chewton—G. |
| Arnold—L. G. (e) | Boorcan—L. G. (e) | Chiltern—G. |
| Aura—L. G. (e) | Boort—G. | Clayton—L. G. (e) |
| Austral Gypsum Siding—Gypsum outwards. | Borung—L. G. | Clunes—G. |
| Avenel—G. | Bowman—L. G. (e) | Clyde—L. G. |
| Avoca—G. | Box Hill—L. G. | Coalville—L. G. (e) |
| Avedale—L. G. | Boys—L. G. (e) | Cobden—L. G. (e) |
| BACCHUS MARSH—G. | Bradford—L. G. (e) | Cobram—G. |
| Baddaginnie—G. | Bradshaw—Parcels and van goods (e) | Coburg—G. |
| Bagshot—L. G. (e) | Braxholme—L. G. | Cockatoo—L. G. (e) |
| Bairnsdale—G. | Bravington—L. G. (e) | Colac—G. |
| Bairnsdale Wharf—G. | Braybrook Junction—L. G. | Coldstream—L. G. (e) |
| Ballan—G. | Briagolong—G. (e) | Coleraine—G. |
| Ballarat—G. | Bridgewater—G. | Condah—L. G. |
| Ballarat East—G. | Bright—G. | Congupna Road—L. G. (e) |
| Balmattum—L. G. (e) | Brim—G. (e) | Connawarre—L. G. (e) |
| Bannockburn—G. | Broadford—G. | Cope Cope—G. |
| Banool—L. G. (e) | Broadmeadows—L. G. | Cornish's Siding—Timber out. |
| Barfold—L. G. (e) | Brookfield—L. G. (e) | Coromby—L. G. (e) |
| Barker's Creek—(e) (a) | Brunswick—(a) in, L. G. out. | Cosgrove—L. G. (e) |
| Barnawartha—G. | Buangor—L. G. | Cowwarr—L. G. |
| Barongarook—L. G. (e) | Buckley—L. G. (e) | Craigieburn—L. G. |
| Barrakee—L. G. (e) | Buckrabanyule—G. | Cranbourne—L. G. |
| Barraport—L. G. (e) | Buffalo—L. G. (e) | Creighton—Firewood out. |
| Barwon Downs—G. (e) | Bullabul—L. G. (e) | Creswick—G. |
| Bayswater—L. G. | Bullarto—G. | Crib Point—L. G. (e) |
| Beaconsfield—L. G. | Buln Buln—L. G. (e) | Crossley—L. G. (e) |
| Bealiba—G. | Bungaree—G. | Crossover—G. (e) |
| Beaufort—G. | Bung Bong—L. G. (e) | Crowland—L. G. (e) |
| Beeac—G. | Buninyong—G. | Croxton—L. G. (a) |
| Beech Forest—L. G. (e) | Bunyip—L. G. | Croxton East—L. G. (e) |
| Beechworth—G. | Burnley—(a) in, L. G. out. | Croydon—L. G. |
| Beechworth Junction—L. G. | Burrumbet—L. G. | Cudgee—L. G. (e) |
| Belgrave—L. G. (e) | Bushy Park—L. G. (e) | Curyo—L. G. (e) |
| Bena—L. G. | Bylands—L. G. (e) | DANDENONG—G. |
| Benalla—G. | Byrneside—L. G. (e) | Darlimurla—L. G. (e) |
| Bendigo—G. | CAELIUS SIDING—Firewood out. | Darnum—G. |
| Berriwillock—G. (e) | Caldermeade—L. G. (e) | Dawson—L. G. (e) |
| Berwick—G. | California Gully—L. G. | Daylesford—G. |
| | Camberwell—G. | Dean Marsh—G. (e) |
| | Campbell—L. G. (e) | Deep Lead—L. G. (e) |
| | Camperdown—G. | Deer Park—L. G. (e) |
| | Canadian—L. G. (e) | Deniliquin—G. |
| | | Dennington—L. G. (e) |
| | | Derby—L. G. (e) |

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—
continued.

| | | |
|---------------------------|------------------------------|-------------------------------|
| Derrinal—L. G. (e) | Garvoc—L. G. (e) | Horsham—G. |
| Devenish—L. G. | Geelong—G. | Huntly—L. G. (e) |
| Diapur—G. | Geelong Pier—G. | Huon—L. G. (e) |
| Diggers' Rest—L. G. (e) | Gellibrand—L. G. (e) | ILLOWA—L. G. |
| Dimboola—G. | Gelliondale—L. G. (e) | Ingham—Firewood out. |
| Dingee—L. G. | Gembrook—L. G. (e) | Inglewood—G. |
| Dobie—L. G. | Gerangamete—L. G. (e) | Inglisdon—L. G. |
| Docker—L. G. | Gerang—G. (e) | Irrewarra—L. G. |
| Donald—G. | Gheringhap—L. G. | Irvine's Siding—L. G. (a) (e) |
| Donnybrook—L. G. | Gillespie's Siding (Beulah)— | Irymple—L. G. (e) |
| Dooen—L. G. (e) | Grain and flour | Ivanhoe—L. G. (e) |
| Dookie—G. | Gisborne—G. | JACKSON—Goods out. (a) |
| Drouin—G. | Glenalbyn—L. G. (e) | James' Siding—Timber out. |
| Drysdale—G. | Glenfyne—L. G. (e) | Jeetho—L. G. |
| Dunkeld—G. | Glenary—G. | Jefferson's Siding — Bricks, |
| Dunneworthy—L. G. (e) | Glen Huntly—L. G. | &c., out. |
| Dunnstown—L. G. | Glenloch—L. G. | Jeparit—G. |
| Dunolly—G. | Glenorchy—G. | Joyce's Creek—L. G. (e) |
| Dysart—(a) (e) | Glenrowan—G. | Jumbunna—L. G. |
| EAGLEHAWK—G. | Glenroy—(a) | Jumbunna Coal Siding—Coal |
| East Brighton—L. G. | Glen Thompson—L. G. | Jung—L. G. |
| East Metcalfe—L. G. (e) | Golden Square—G. | KANEIRA—G. (e) |
| Echuca—G. | Goldsborough—G. (e) | Kangaroo—L. G. |
| Echuca Wharf—G. | Goorambat—L. G. | Kaniva—G. |
| Edgecombe—G. (e) | Gooramong—G. | Kanumbra—L. G. (e) |
| Edi—L. G. | Gordon—G. | Kardella—L. G. (e) |
| Elaine—L. G. | Goroke—G. (e) | Karyrie—L. G. (e) |
| Ellam—L. G. (e) | Goyura—L. G. (e) | Katamatite—L. G. |
| Elmhurst—G. | Granite—Stone out. (a) (e) | Katunga—G. (e) |
| Elmore—G. | Grassdale—L. G. (e) | Kawarren—L. G. (a) (e) |
| Elphinstone—G. | Gravelside — Firewood and | Katyil—L. G. (e) |
| Elsternwick—(a) in, L. G. | Ballast out. | Kellalac—L. G. (e) |
| out. | Great Southern Consols Sid- | Kensington—Grain and flour |
| Eltham—L. G. (e) | ing—Timber, &c., (e) | a/c Kimpton; grain, hides, |
| Emberton—L. G. (e) | Great Western—L. G. | skins, and wool a/c Young- |
| Emerald—L. G. (e) | Gredgwin—L. G. (e) | husband, Row, and Co. |
| Emu—L. G. | Green Hill—L. G. (e) | Kerang—G. |
| Epping—L. G. (e) | Greensborough—L. G. (e) | Kerrisdale—L. G. (e) |
| Epsom—L. G. (e) | Greenvale—L. G. (e) | Kew—(a) in, G. out. |
| Epsom Pottery Siding—Pot- | Gritjurk—L. G. (e) | Kiata—G. |
| tery out | Guildford—L. G. | Killara—L. G. (e) |
| Essendon—L. G. (a) | Gymbowen—L. G. (e) | Kilmore—G. |
| Eureka—L. G. (e) | HADDON—L. G. (e) | Kilmore East—L. G. |
| Euroa—G. | Hallam—L. G. (e) | Kingston—G. |
| Eurobin—L. G. (e) | Hamilton—G. | Kinnabulla—L. G. (e) |
| Eversley—L. G. (e) | Harcourt—G. | Kirkstall—L. G. (e) |
| Everton—L. G. | Hastings—L. G. (e) | Knowsley—L. G. |
| FAIRFIELD PARK—(a) in, | Hattah—L. G. (e) | Koondrook (Koondrook |
| L.G. out. | Havelock—L. G. (e) | Tramway)—G. |
| Fairview—L. G. (e) | Hawkesdale—L. G. (e) | Koonwarra—L. G. (e) |
| Fernbank—L. G. (e) | Hawthorn—(a) in, L. G. out. | Koo-wee-rup—L. G. |
| Fern Hill—G. | Hay's Siding—Stone out. | Koo-wee-rup West—L. G. (e) |
| Fish Creek—G. (e) | Hazelwood—L. G. (e) | Korong Vale—G. |
| Fitzroy—(a) | Healesville—G. | Koroit—L. G. |
| Flynn—L. G. (e) | Heathcote—G. | Korumburra—G. |
| Footscray—G. | Hedley—G. (e) | Koyuga—L. G. (e) |
| Footscray West—(a) | Heidelberg—L. G. | Kurting—L. G. (e) |
| Forrest—G. (e) | Henty—L. G. (e) | Kyabram—G. |
| Foster—L. G. | Heyfield—G. | Kyneton—G. |
| Franklin—L. G. (e) | Heywood—G. | LAH—L. G. (e) |
| Frankston—G. | High Camp—L. G. (e) | Lake Boga—G. (e) |
| Frankston Sand Siding— | Highett—L. G. (a) | Lake Buloke—L. G. (e) |
| Sand out. | Hillside—G. (e) | Lake Charm—L. G. (e) |
| Fulham—L. G. (e) | Hinkson's (Koondrook Tram- | Lalbert—L. G. (e) |
| GALAQUH—L. G. (e) | way)—G. | Lal Lal—L. G. |
| Gama—L. G. (e) | Hoddle Range—L. G. (e) | Lal Lal Lignite Siding— |
| Gannawarra (Koondrook | Homebush—G. (e) | Firewood out. |
| Tramway)—G. | Homewood—L. G. (e) | Lal Lal Race-course—Fire- |
| Garfield—L. G. (e) | Hopetoun—G. | wood out. |
| | | Lamrock—Stone out. |

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—
continued.

| | | |
|---|--|---|
| Lancefield—G. | Mentone—L. G. | Newlyn—L. G. |
| Lancefield Junction—L. G. | Meredith—G. | Newmarket—(a) in and out, L. G. a/c Dalgety. |
| Lang Lang—L. G. | Merrigum—L. G. | Newport—G. |
| Langwarrin—L. G. (e) | Merri—L. G. (e) | Newstead—G. |
| Lara—L. G. | Merino—L. G. | Newtown—G. |
| Larpen—L. G. | Merton—L. G. (e) | New Haverah G. M. Co.'s Siding—Timber, &c. |
| Lascelles—L. G. (e) | Midas—L. G. (e) | Nhill—G. |
| Launching Place—G. (e) | Middle Brighton—(a) in, L. G. out. | Nooramunga—L. G. (e) |
| Laurie—L. G. (e) | Middle Creek—L. G. | Noradjuha—L. G. (e) |
| Laverton—L. G. (a) | Middle Northcote — Bricks L. G. out. and Goods in. (a) | North Brighton—L. G. |
| Learmouth—L. G. (e) | Mildura—G. | North Carlton—(a) |
| Leichardt—L. G. (e) | Millbrook—L. G. | North Creswick—L. G. |
| Leonard—L. G. | Milltown—L. G. (e) | North Fitzroy—(a) in, and L. G. out. |
| Leongatha—G. | Mincha—L. G. (e) | North Geelong—L. G. |
| Leopold—L. G. (e) | Minhamite—L. G. (e) | North Mirboo—G. |
| Leslie—L. G. (e) | Minyip—G. | North Monegetta—L. G. (e) |
| Lethbridge—G. | Miram—G. (e) | North Williamstown—(a) |
| Lillico—L. G. (e) | Mitcham—L. G. | Nullah—L. G. (e) |
| Lillimur—G. (e) | Mitiamo—G. | Nullawil—L. G. (e) |
| Lilliput—L. G. (e) | Mitre Lake—L. G. (e) | Numurkah—G. |
| Lilydale—G. | Moama (D. & M. Coy.)—G. | Nyora—L. G. |
| Lindenow—G. | Moe—G. | |
| Linton—G. | Moir (D. & M. Coy.)—L. G. | OAKLEIGH—G. |
| Litchfield—L. G. (e) | Mologa—L. G. | Oak Vale—L. G. (e) |
| Little River—L. G. | Molesworth—L. G. (e) | Officer—L. G. (e) |
| Llanelly—L. G. (e) | Monea—L. G. (e) | Olinda Vale—L. G. (e) |
| Loch—L. G. | Monegetta—L. G. (e) | Ormond—L. G. (e) |
| Locksley—L. G. | Monomeith—L. G. (e) | Ondit—L. G. (e) |
| Loddon—Timber, &c. | Montgomery—Produce out. | Outtrim—L. G. |
| Londrigan—L. G. (e) | Moolort—G. | Ouyen—L. G. (e) |
| Longlea—L. G. (e) | Moorabool—L. G. (e) | Oxley—L. G. |
| Longwarry—G. | Moorooduc—L. G. (e) | PAKENHAM—L. G. |
| Longwood—G. | Mooroolbark—L. G. (e) | Painswick—L. G. (e) |
| Lower Ferntree Gully—L. G. (e) | Mooroopna—G. | Palmerston—L. G. (e) |
| Lowry Siding—Firewood out. (e) (a) | Morand—L. G. (e) | Parwan—L. G. |
| Loy Yang—L. G. (e) | Mordialloc—L. G. | Panmure—L. G. |
| Lubeck—L. G. | Moreland—(a) | Pennyroyal—L. G. (e) |
| Lyonville—G. | Moriac—L. G. (a) | Penshurst—L. G. |
| Lyndhurst—L. G. (e) | Mornington Junction—L. G. | Pettavel—Stone out. |
| MACDOUGALL'S (BROAD- FORD)—L. G. | Mornington—L. G. | Piccola—G. |
| Macedon—G. | Mortlake—G. | Pimpinio—L. G. |
| Macorna—G. | Morton Plains—L. G. (e) | Pine Lodge—L. G. (e) |
| Madame Hopkins G. M. Company's Siding — Tim- ber, &c. | Morwell—G. | Pirron Yallock—L. G. |
| Maindample—L. G. (e) | Mount Clear—L. G. (e) | Pontorneit—L. G. |
| Maffescioni's Siding—(a) | Moutajup—L. G. (e) | Porepunkah—L. G. (e) |
| Maffra—G. | Moyhu—L. G. | Portland North—L. G. |
| Maldon—G. | Moyne—(a) (e) | Portland Freezing Co.'s Sid- ing—L. G. (e) |
| Malmsbury—G. | Muckleford—L. G. (e) | Portland—G. |
| Malvern—(a) in, L. G. out. | Munro—L. G. (e) | Port Albert—G. |
| Mangalore—L. G. | Murchison—L. G. (e) | Port Fairy—L. G. |
| Mannerim—L. G. (e) | Murchison East—G. | Port Melbourne—G. |
| Mansfield—G. | Murroon—L. G. (e) | Port Melbourne Pier—G. |
| Marong—L. G. | Murrumbena—(a) | Pranic—L. G. (e) |
| Maroona—L. G. | Murtos—G. | Preston, Bell-street—L. G. |
| Maryborough—G. | Musk Creek—L. G. (e) | Preston Reservoir—L. G. |
| Massey—L. G. (e) | Myamyn—L. G. (e) | Pullut—L. G. (e) |
| Matheson's Siding — Fire- wood out. | Myrtleford—G. | Purdeet—L. G. (e) |
| Mathoura (D. & M. Co.)—G. | Mysia—L. G. | Pyalong—L. G. (e) |
| Meatian—L. G. (e) | Mystic Park—L. G. (e) | Pyramid—G. |
| Meenijyan—L. G. (e) | NAGAMBIE—G. | QUAMBATOOK—G. |
| Melbourne—G. | Nar-nar-geon—L. G. | Quantong—Fruit, &c., out. |
| Melbourne (Victoria Dock)— G. | Narracan—L. G. (e) | Queenscliff—G. |
| Melton—G. | Narre Warren—L. G. | RAINBOW—L. G. (e) |
| | Naroghid—L. G. (e) | Ravenswood—L. G. |
| | Nathalia—G. | Raywood—L. G. |
| | Natimuk—G. | Redesdale Junction—G. |
| | Neerim South—G. | |

LIST OF STATIONS, ETC., OPEN FOR THE RECEIPT OR DELIVERY OF GOODS—
continued.

Redesdale—L. G. (e)
 Reedy Lake—L. G. (e)
 Reid Bros.' Siding, Lear.
 month—a) out.
 Richard's Siding, Warburton
 —Timber, &c., out.
 Riddell—L. G.
 Ringwood—L. G.
 Rochester—G.
 Rockbank—L. G. (r)
 Rocky Lead—L. G. (e)
 Rokeby—L. G. (e)
 Ramsey—G.
 Rosebery—G. (e)
 Rosedale—L. G.
 Rowsley—L. G. (e)
 Ruby—L. G. (e)
 Rupanyup—G.
 Rushworth—G.
 Russell's Siding, *vid* New-
 port—Stone out.
 Rutherglen—G.

SAILOR'S FALLS—L. G.
(e)

(e)
Sale—G.
Sale Wharf—G.
Salisbury—I. G. (e)
Sandford—I. G.
Sandringham—I. G.
Scarsdale—I. G.
Sea Lake—G. (e)
Sebastian—I. G. (e)
Serviceton—G.
Seville—L. G. (e)
Seymour—G.
Sheep Hills—G.
Shelbourne—G.
Shepparton—G.
Skinner's Siding, Boolara—
L. G. (e)
Smythesdale—L. G. (e)
Somerville—G.
South Brighton—I. G.
South Brunswick—L. G.
South Elmore—I. G. (e)
South Geelong—I. G.
South Heathcote—I. G. (e)
South Kensington (private
siding)—(a) a/c N.Z. Loan;
Hides and skins, a/c Non-
mus.

South Kerang—L. G. (e)
 South Morang—L. G. (e)
 South Yan Yean—L. G. (e)
 Spottiswoode—(a) a/c Met.
 Board Works, Lennon and
 Co., Robinson and Co.,
 Mel. Glass Bottle Co., and
 W. Jones.
 Springhurst—L. G.
 Spring Vale—L. G.
 St. Albans—L. G.
 St. Arnaud—G.
 Staughton's Siding—Fire-
 wood, out L. G.
 Stawell—G.
 St. James—G.
 St. Kilda—(a) in, L. G. out.
 Stratford—G.
 Strathmerton—G.

Strathfillan—Firewood out.
 Stoneyford—L. G. (e)
 Stony Creek—L. G.
 Stony Point—L. G.
 Sulky—L. G. (e)
 Sunbury—L. G.
 Surrey Hills—(a) in, L. G.
 out.
 Sutherland—L. G. (e)
 Swan Hill—G.
 Swanwater—L. G. (e)
 Sydenham—L. G.
 TABILK—L. G. (e)
 Talbot—G.
 Tallangatta—G.
 Tallarook—G.
 Tallygaroopna—G.
 Tandarra—L. G. (e)
 Taradale—L. G.
 Tarnagulla—G.
 Tarranginnie—G. (e)
 Tarranyur—L. G. (e)
 Tarrawarra—L. G. (e)
 Tarrawingee—G. (e)
 Tarwin—L. G. (e)
 Tatonga—Cattle
 Tatura—G.
 Teddywaddy—L. G. (e)
 Telford—L. G. (e)
 Terang—G.
 Thomastown—L. G. (e)
 Thorpsdale—G. (e)
 Timboon—L. G. (e)
 Tinamba—L. G.
 Tocumwal Bridge—L. G.
 Tongala—L. G.
 Tooborac—G.
 Tooolamba—G.
 Toongabbie—G.
 Toora—L. G.
 Tooradin—L. G. (e)
 Toorak—G.
 Toorong—L. G. (e)
 Tourello—L. G. (e)
 Traawool—L. G. (e)
 Trafalgar—L. G.
 Tragowel—L. G. (e)
 Traralgon—G.
 Trawalla—L. G.
 Trentham—G.
 Tungamah—G.
 Tunstall—L. G. (e)
 Tyabb—L. G. (e)
 Tylden—L. G. (e)
 Tynong—L. G. (e)
 Tyrell Creek—L. G. (e)

ULTIMA—L. G. (e)
Upper Ferntree Gully—L. G.

VECTIS—L. G. (c)
Victoria Park—G.
Violet Town—G.

WAHGUNYAH—G.
Wania—L. G. (c)
Wahring—G.
Wail—L. G. (c)
Wallace—L. G.
Wallan—L. G.

Wal Wal—L. G. (e)
Wandin—L. G. (e)
Wandong—G.
Wangaratta—G.
Wannon—L. G. (e)
Warang—L. G. (e)
Warburton—G.
Warneet—L. G.
Warracknabeal—G.
Warragul—G.
Warra Yadin—L. G. (e)
Warrenheip—L. G.
Warrnambool—G.
Warrnambool Pier—G.
Warrong—L. G. (e)
Watchem—G.
Wathupunga—L. G. (e)
Waubra—L. G. (e)
Wedderburn Junction—L. G.
Wedderburn—G.
Weeaprounah—L. G. (e)
Weerite—L. G. (a) (e), also
Live Stock out
Wellsford—Firewood out (e)
Welshpool—L. G. (e)
Werribee—G.
West Warburton—G. (e)
Whitelaw—L. G. (e)
Whitfield—G.
Whitelsea—L. G.
Whoreel—L. G. (e)
Whroo Road—L. G. (e)
Wickliffe Road—L. G.
Williamstown Pier—G.
Willowmavin—L. G. (e)
Winchelsea—L. G.
Windermere—L. G. (e)
Windsor—In. (a), out. G.
Winton—L. G. (e)
Wodonga—G.
Wombat—L. G. (e)
Woodaja—L. G. (e)
Woodburn—L. G. (e)
Woodend—G.
Woodfield—L. G. (e)
Woolsthorpe—L. G. (e)
Woomelang—L. G.
Wooragee—L. G. (e)
Woori Yallock—L. G. (e)
Wungah—G.
Wycheproof—G.
Wychitiella—L. G. (e)

YABBA NORTH—L. G. (e)
Yabba South—L. G. (e)
Yackandandah—G.
Yan Yean—L. G. (e)
Yarck—L. G. (e)
Yarra Glen—G.
Yarra Junction—G. (e)
Yarragon—L. G.
Yarrawille—(a)
Yarrawonga—G.
Yarroweyah—G.
Yatchaw—L. G. (e)
Vaugher—L. G. (e)
Yea—G.
Yering—L. G.
Vendon—L. G.
Youanmite—L. G. (e)
Yinnar—L. G. (e)

LIST OF STATIONS IN CHARGE OF WOMEN, AND UNATTENDED STATIONS AND SIDINGS.

(Subject to alteration from time to time).

(a) The loading and unloading of all goods at the undermentioned places, also at all private sidings, must be performed by or at the cost of the consignor or the consignee, as the case may be.

(b) The charges on all goods consigned to the undermentioned places, except those marked with an asterisk *, must, unless otherwise provided, be prepaid.

(c) Goods will not be received for carriage to unattended stations and sidings unless the consignor or some person authorized by him for the purpose signs consignment note No. Z11 as shown on page 127 hereof.

STATIONS IN CHARGE OF WOMEN.

| | | |
|---------------------|---------------------------|-----------------------|
| ADDINGTON | EAST METCALFE | Leslie |
| Albion (stone out.) | Eltham | Lillimur |
| Alphington | Epping | Llanelly |
| Amphitheatre | Epsom | Longlea |
| Armstrong | FERNBANK | Londrigan |
| Arnold | Fish Creek | Lower Fern Tree Gully |
| BAGSHOT | Flynn | Loy Yang |
| Balmattum | Forrest | Lyndhurst |
| Barfold | Franklin River | MAINDAMPLE |
| Barker's Creek | Fullam | Meeniyan |
| Barrakee | GALAQUIL | Merton |
| Berriwillcock | Garfield | Milltown |
| Bet Bet | Garvoc | Mincha |
| Blowhard | Gelliondale | Miram |
| Boisdale | Gerang | Molesworth |
| Bolga | Glenalbyn | Monea |
| Boorcan | *Glen Huntly | Monomeith |
| Bowman | Goldsborough | Moorabool |
| Bradshaw | Goroke | Mooroolbark |
| Briagolong | Grassdale | Morandng |
| Buckley | Gravelside (ballast out.) | Muckleford |
| Buffalo | HADDON | Munro |
| Bullabul | Hallam | Murchison |
| Bula Bula | Hastings | Musk Creek |
| Bung Bong | Havelock | Myamyn |
| Bylands | Hawkesdale | Mystic Park |
| Byrneside | Henty | McKinnon |
| CALDERMEADE | High Camp | NARRACAN |
| Campbell | Hillside | Navigators |
| Carapoocce | *Highett | Nooramunga |
| Cheviot | Hoddle Range | Noradjuha |
| Clayton | Homebush | Nullan |
| Cobden | Homewood | OFFICER |
| Coldstream | Huntly | Ondit |
| Congupna-road | Huon | *Ormond |
| Connewarre | INGHAM (firewood out.) | PALMERSTON |
| Coromby | Ivanhoe | Pettavel (stone out.) |
| Cosgrove | JOYCE'S CREEK | Pine Lodge |
| Creighton | KANFIRA | Porepunkah |
| Crib Point | Kardella | Prairie |
| *Croxtan | Katunga | Pyalong |
| Cudgee | Kerrisdale | RAINBOW |
| DARLIMURLA | Koonwarra | Redesdale |
| Dawson | Koyuga | Reedy Lake |
| Dean Marsh | Kurting | Rockbank |
| Deep Lead | LAKE CHARM | Rocky Lead |
| Deer Park | Langwarrin | Rosebery |
| Derby | Learmonth | Ruby |
| Derrinal | Leichardt | SAILORS' FALLS |
| Diggers' Rest | | Salisbury |
| Dooen | | Sea Lake |
| Dysart | | |

LIST OF STATIONS IN CHARGE OF WOMEN, AND UNATTENDED STATIONS, ETC.—*continued.*

| | | |
|-----------------|-----------|---------------------------|
| Sebastian | Telford | Wal Wal |
| Smythesdale | Thorpdale | Waranga |
| South Elmore | Timboon | Waubra |
| South Heathcote | Tooradin | Weerite |
| South Morang | Tooronga | Wellsford (firewood out.) |
| South Yan Yean | Tourello | Welshpool |
| Stoneyford | Traawool | Windermere |
| Sulky | Tragowel | Winton |
| | Tunstall | Wombat |
| TABILK | Tyabb | Woodaja |
| Tandarra | Tylden | Woodfield |
| Tarranginnie | Tynong | Wychitella |
| Tarrawarra | ULTIMA | YABBA NORTH |
| Tarrawingee | WAAIA | Yan Yean |
| Tarwin | Wail | Yarek |
| Teddywaddy | | Yinnar |

UNATTENDED STATIONS AND SIDINGS.

| | | |
|--------------|------------------|-----------------------------|
| AGNES RIVER | Greensborough | OAKVALE |
| Antwerp | Green Vale | Olinda Vale |
| Arapiles | Gritjurk | Ouyen |
| Aura | Gymbowen | *Oxley |
| BANOOL | HATTAH | PAINSWICK |
| Barongarook | Hazelwood | Pennyroyal |
| Barrapoort | Hedley | Pisgah (cream out.) |
| Barwon Downs | IRYMPLE | Pullut |
| Beech Forest | JACKSON | Purdeet |
| Belgrave | KANUMBRA | QUANTONG (fruit, &c., out.) |
| Boigbeat | Karyrie | ROKEBY |
| Bolinda | Katyl | Rowsley |
| Boys | Kawarren | SEVILLE |
| Bradford | Kellalac | South Kerang |
| Bravington | Killara | Staughton's Siding |
| Brookfield | Kinnabulla | Sutherland |
| Bushy Park | Kirkstall | Swanwater |
| CANADIAN | Koo-wee-rup West | TARRANYURK |
| Cannie | LAH | Thomastown |
| Coalville | Lake Buloke | Tyrell Creek |
| Cockatoo | Lalbert | TECTIS |
| Crossley | Lamrock | WANDIN |
| Crossover | Launching Place | Wannon |
| Crowland | Laurie | Warra Yadin |
| Croxton East | Lascelles | Warrong |
| Curyo | Leopold | Watchupga |
| DENNINGTON | Lillico | Weeaprounah |
| *Docker | Lilliput | West Warburton |
| Dunneworthy | Litchfield | Whitelaw |
| EDGECOMBE | MANNERIM | *Whitfield |
| *Eli | Massey | Whoorel |
| Ellam | Meatian | Whroo-road |
| Emberton | Midas | Willowmavin |
| Emerald | Minhamite | Woodburn |
| Eureka | Mitre Lake | Woolsthorpe |
| Eurobin | Monegetta | Woori Yallock |
| Eversley | Montgomery | Worragee |
| FAIRVIEW | Mooreoduc | YABBA SOUTH |
| GAMA | Morton Plains | Yarra Junction |
| Gellibrand | Mount Clear | Yatchhaw |
| Gembrook | Moutajup | Yaugher |
| Gerangamete | *Moyhu | Younamite |
| Glenfyne | Moyne | |
| Goyura | Murroon | |
| Gredgwin | NAROGHID | |
| Green Hill | North Monegetta | |
| | Nullawil | |

LIST OF NON-RAILWAY TOWNS, SHOWING THE NAMES OF THE RAILWAY STATIONS TO WHICH GOODS SHOULD BE CONSIGNED.

(See page 131 for Alphabetical List of Railway Stations.)

The following information has been collected from different districts, and is tabulated here for general information, but the Commissioners do not accept any responsibility for its accuracy. (Subject to alteration as the lines extend.)

| Place. | Nearest Railway Station. | Place. | Nearest Railway Station. |
|--|--------------------------|-------------------------------|--------------------------|
| Acheron ... | Alexandra Road | Boweya North ... | St. James ... |
| Airey's Inlet ... | Geelong | Boyeo ... | Nhill ... |
| Alexandra ... | Alexandra Road | Brentwood ... | Warracknabeal ... |
| Allan's Flat ... | Yackandandah ... | Brimboat ... | Casterton ... |
| Amherst ... | Talbot... | Bringalbert ... | Goroke ... |
| Anderson's Inlet (Inverloch) ... | Outtrim ... | Bromley ... | Dunolly ... |
| Anglesea ... | Geelong ... | Brooklet ... | Minyip ... |
| Angustown ... | Rushworth ... | Brookside ... | Porepunkah ... |
| Apollo Bay ... | Forrest ... | Broughton ... | Nhill ... |
| Apsley ... | Goroke ... | Brown's Plains ... | Chiltern ... |
| Ardno ... | Casterton ... | Bruthen ... | Bairnsdale ... |
| Areegra ... | Sheep Hills ... | Brunton ... | Toongabbie ... |
| Avon Plains ... | St. Arnaud ... | Buchan ... | Bairnsdale ... |
| Baillieston ... | Rushworth ... | Buckland ... | Porepunkah ... |
| Ballangeich ... | Mortlake ... | Buckland Lower ... | " |
| Ballapur ... | Birchip ... | Bulla ... | Broadmeadows ... |
| Balmoral ... | Hamilton ... | Bullmwaal ... | Bairnsdale ... |
| Baliarring ... | Bittern ... | Bundalong ... | Yarrowonga ... |
| Bamawm ... | Rochester ... | Bundalong South ... | Wangaratta ... |
| Banyena ... | Rupanyup ... | Bungeluke ... | Wycheproof ... |
| Banyenong ... | Donald ... | Bungeluke North ... | " |
| Baringhup ... | Maldon ... | Burke's Flat ... | Emu ... |
| Baringhup East ... | " | Burra Burra ... | Swan Hill ... |
| Barmah ... | Nathalia ... | Burramine East ... | Yarrowonga ... |
| Birnedown ... | Goorhong ... | Burramine South ... | " |
| Barry's Reef ... | Trentham ... | Burrooye ... | Wodonga ... |
| Barwon Heads ... | Geelong ... | Burrun Barrum ... | Rupanyup ... |
| Batesford ... | " | Bushfield ... | Warrnambool ... |
| Beaconsfield Upper ... | Beaconsfield ... | Buxton ... | Alexandra Road |
| Beazley's Bridge ... | St. Arnaud ... | Byaduk ... | Hamilton ... |
| Belellen ... | Stawell ... | Calivil ... | Mitiamo ... |
| Bellarine ... | Geelong ... | Callawadda South ... | Stawell ... |
| Bengworden ... | Stratford ... | Campbell's Creek ... | " |
| Berrigama ... | Tallangatta ... | Campbelltown ... | Newstead ... |
| Berringa ... | Newtown ... | Cape Bridgewater ... | Portland ... |
| Bethanga ... | Bethanga ... | Cape Bridgewater Lower ... | " |
| Bethanga Lower ... | " | Cape Clear ... | Newtown ... |
| Benlah East ... | Beulah ... | Caralulup... .. | Talbot... .. |
| Benlah West ... | " | Caramut ... | Penshurst ... |
| Bismarck ... | Stawell ... | Carngham ... | Smythesdale ... |
| Black Flat ... | Oakleigh ... | Carron ... | Donald ... |
| Blackwood ... | Trentham ... | Catumnal ... | Boort ... |
| Bleak House ... | Nhill ... | Cavendish ... | Hamilton ... |
| Boolite ... | Sheep Hills ... | Cheerup Swamp ... | Charlton ... |
| Boorhaman ... | Wangaratta ... | Cheshunt ... | Whitfield ... |
| Boorooopki ... | Goroke ... | Chetwynd ... | Casterton ... |
| Boosey ... | Katamatite ... | Christmas Hills ... | Yarra Glen ... |
| Boustead's (St. Bernard's Hospice) ... | Bright... .. | Christmas Town ... | Chiltern ... |
| Bowenvale ... | Maryborough ... | Clark's Hill ... | Newlyn ... |
| | | Clear Lake ... | Noradjuha ... |

LIST OF TOWNS, ETC.—continued.

| Place | Nearest Railway Station. | — | Place. | Nearest Railway Station. | — |
|---------------------|--------------------------|-----|----------------------|--------------------------|-----|
| Clementston ... | Allendale ... | ... | Ellerslie ... | Mortlake ... | ... |
| Clifton Springs ... | Drysdale ... | ... | Enfield ... | Ballarat ... | ... |
| Clyde Valley ... | Geelong ... | ... | Knsay ... | Bairnsdale ... | ... |
| Godfrington ... | Portland ... | ... | Eskdale ... | Tallangatta ... | ... |
| Cohuna ... | Echuca ... | ... | Esmond ... | Yarrawonga ... | ... |
| Colmadai ... | Melton ... | ... | Evansford ... | Talbot ... | ... |
| Colbinabbin ... | Elmore ... | ... | Fernhurst ... | Berung ... | ... |
| Coomoora ... | Daylesford ... | ... | Fernshaw ... | Healesville ... | ... |
| Connemara East ... | Connemara ... | ... | Finley (N.S.W.) ... | Yarroweyah ... | ... |
| Coonooer Bridge ... | St. Arnaud ... | ... | Flinders ... | Bittern ... | ... |
| Coonooer West ... | " ... | ... | Fosterville ... | Goornong ... | ... |
| Cooper's Creek ... | Moe ... | ... | Framlingham ... | Garvoc ... | ... |
| Corack ... | Donald ... | ... | Franklinford ... | Daylesford ... | ... |
| Corack East ... | " ... | ... | Freeburgh ... | Bright ... | ... |
| Corindhap ... | Ballarat ... | ... | Frenchman's ... | Avoca ... | ... |
| Corop ... | Elmore ... | ... | Freshwater Creek ... | Geelong ... | ... |
| Corop West ... | " ... | ... | Fryerstown ... | Castlemaine ... | ... |
| Corryong ... | Tallangatta ... | ... | Gaffney's Creek ... | Mansfield ... | ... |
| Costerfield ... | Heathcote ... | ... | Garlicks ... | Trentham ... | ... |
| Cowes ... | Stony Point ... | ... | Gatum Gatum ... | Hamilton ... | ... |
| Craigie ... | Carisbrook ... | ... | Glenlyon ... | Daylesford ... | ... |
| Cressy ... | Beeac ... | ... | Glenpatrick ... | Elmhurst ... | ... |
| Crossley ... | Koroit ... | ... | Glen Wills ... | Bairnsdale ... | ... |
| Cudgewa ... | Tallangatta ... | ... | Gol Gol ... | Swan Hill ... | ... |
| Cunninghame ... | Bairnsdale ... | ... | Gong Gong ... | Ballarat East ... | ... |
| Curlewis ... | Geelong ... | ... | Gooramalda ... | Chiltern ... | ... |
| Darkbonee ... | St. Arnaud ... | ... | Gooroc ... | St. Arnaud ... | ... |
| Darlington ... | Camperdown ... | ... | Grange, The ... | Healesville ... | ... |
| Darlingford ... | Alexandra Road ... | ... | Granite Flat ... | Charlton ... | ... |
| Darriman ... | Alberton ... | ... | Grantville ... | Lang Lang ... | ... |
| Darriwell ... | Geelong ... | ... | Granya ... | Wodonga ... | ... |
| Dartmoor ... | Heywood ... | ... | Graytown ... | Heathcote ... | ... |
| Dean ... | Newlyn ... | ... | Great Northern ... | Chiltern ... | ... |
| Deerang ... | Yackandandah ... | ... | Great Northern Ex- | Rutherglen ... | ... |
| Delatite ... | Mansfield ... | ... | tended | | |
| Dereel ... | Ballarat ... | ... | Greendale ... | Bacchus Marsh ... | ... |
| Dergholm ... | Casterton ... | ... | Greenvale ... | Broadmeadows ... | ... |
| Diamond Creek ... | Heidelberg ... | ... | Greenwald ... | Heywood ... | ... |
| Digby ... | Merino ... | ... | Green's Creek ... | Stawell ... | ... |
| Doctor's Flat ... | Bairnsdale ... | ... | Gre Gre ... | St. Arnaud ... | ... |
| Dooboobetic ... | St. Arnaud ... | ... | Gre Gre North ... | " ... | ... |
| Double Bridges ... | Bairnsdale ... | ... | Gymbowen ... | Echuca ... | ... |
| Douglas ... | Noradjuha ... | ... | Happy-go-Lucky ... | Toongabbie ... | ... |
| Drik Drik ... | Heywood ... | ... | Harrietville ... | Bright ... | ... |
| Dromana ... | Mornington ... | ... | Harrow ... | Noradjuha ... | ... |
| Drumanure ... | Yarrawonga ... | ... | Hayami ... | Mitiamo ... | ... |
| Drumborg ... | Heywood ... | ... | Heathfield ... | Casterton ... | ... |
| Drummartin ... | Kaywood ... | ... | Hennessey's ... | Moe ... | ... |
| Drummond ... | Malmsbury ... | ... | Hepburn ... | Daylesford ... | ... |
| Dunach ... | Talbot ... | ... | Hermitage (The) ... | Healesville ... | ... |
| Dunbulbalane ... | Katamatite ... | ... | Hexham ... | Mortlake ... | ... |
| Dundonnell ... | Camperdown ... | ... | Hillerman's ... | Swan Hill ... | ... |
| Durham Ox ... | Pyramid ... | ... | Howqua ... | Mansfield ... | ... |
| Eastville ... | Malton ... | ... | Hurdle Flat ... | Beechworth ... | ... |
| Eddington ... | Dunolly ... | ... | Illabrook ... | Newtown ... | ... |
| Edenhope ... | Hamilton ... | ... | Indigo ... | Chiltern ... | ... |
| Eganstown ... | Daylesford ... | ... | Inkerman ... | Dunolly ... | ... |
| Elderslie ... | Casterton ... | ... | Invergordon ... | Numurkah ... | ... |
| Egerton ... | Gordon ... | ... | Inverleigh ... | Leigh Road ... | ... |
| Eldorado ... | Tarrawingee ... | ... | | | |
| Ellesmere ... | Bendigo ... | ... | | | |

LIST OF TOWNS, ETC.—continued.

| Place. | Nearest Railway Station. | | Place. | Nearest Railway Station. | |
|----------------------------------|--------------------------|--|-----------------------|--------------------------|--|
| Inverloch (Anderson's Inlet) ... | Outtrim ... | | Majorca ... | Maryborough ... | |
| Jamieson ... | Mansfield ... | | Mallee Cliffs ... | Swan Hill ... | |
| Janiember East ... | Inglewood ... | | Marnoo ... | Stawell ... | |
| Jan Juc ... | Geelong ... | | Marnoo East ... | " ... | |
| Jarklin ... | Inglewood ... | | Marshalltown ... | Geelong ... | |
| Jeffcott ... | Donald ... | | Marysville ... | Healesville ... | |
| Jeffcott North ... | " ... | | Maude ... | Bannockburn ... | |
| Jeruk ... | Glenloth ... | | McIntyre ... | Dunolly ... | |
| Jingellie ... | Wodonga ... | | Meerlieu ... | Stratford ... | |
| Joel Joel ... | Stawell ... | | Mia Mia ... | Redesdale ... | |
| Johnsonville ... | Bairnsdale ... | | Mickleham ... | Broadmeadows ... | |
| Jubilee ... | Moe ... | | Middle Bridge ... | Dunolly ... | |
| Kalimna ... | Bairnsdale ... | | Millawa ... | Wangaratta ... | |
| Kamarooka ... | Raywood ... | | Miners' Rest ... | Ballarat ... | |
| Kamarooka North ... | " ... | | Minmindie ... | Boort ... | |
| Kangaroo Grounds ... | Heidelberg ... | | Mitchell's Hill ... | St. Arnaud ... | |
| Keilor ... | Essendon ... | | Mitta Mitta ... | Tallangatta ... | |
| Kenmare ... | Benlah ... | | Moffatt ... | Glenloth ... | |
| Kevington ... | Mansfield ... | | Motra Lower ... | Echuca ... | |
| Kiowa ... | Huon ... | | Moliagul ... | Dunolly ... | |
| Kilawarra ... | Wangaratta ... | | Mologa (Central) ... | Pyramid ... | |
| Killarney ... | Port Fairy ... | | Montrose ... | Croydon ... | |
| Kingower ... | Inglewood ... | | Moonambel ... | Avoca ... | |
| Knockwood ... | Mansfield ... | | Moondara ... | Moe ... | |
| Kobyboyn ... | Seymour ... | | Moora ... | Rushworth ... | |
| Koetong ... | Tallangatta ... | | Moorookyle ... | Creswick ... | |
| Kolara ... | " ... | | Morea ... | Goroke ... | |
| Korweinguboora ... | Daylesford ... | | Mortat ... | " ... | |
| Kotupna ... | Nathalia ... | | Mt. Alfred ... | Wodonga ... | |
| Krambruk (Apollo Bay) ... | Forrest ... | | Mt. Duneed ... | Geelong ... | |
| Laanecoorie ... | Maldon ... | | Mt. Elgin ... | Nhill ... | |
| Lacey ... | Wangaratta ... | | Mt. Martha ... | Mornington ... | |
| Laen ... | Minyip ... | | Mt. Mercer ... | Ballarat ... | |
| Laen North ... | Donald ... | | Moyston ... | Ararat ... | |
| Lal Lat Plains ... | Rupanyup ... | | Muddy Creek ... | Narre Warren ... | |
| Lake Bolac ... | Wickliffe Road ... | | Mudgegonga ... | Myrtleford ... | |
| Lake Mundi ... | Casterton ... | | Mumbannar ... | Heywood ... | |
| Lake Rowan ... | St. James ... | | Murgheloluc ... | Bannockburn ... | |
| Lamplough ... | Avoca ... | | Muskerry East ... | Goornong ... | |
| Landsborough ... | Stawell ... | | Muskerry West ... | " ... | |
| Langville ... | Kerang ... | | Musk Vale ... | Daylesford ... | |
| Lauriston ... | Kyneton ... | | Myrniong ... | Bacchus Marsh ... | |
| Lawloit ... | Nhill ... | | Napoleons ... | Ballarat ... | |
| Leaghur ... | Boort ... | | Narbethong ... | Healesville ... | |
| Lemon Springs ... | Goroke ... | | Nareen ... | Coleraine ... | |
| Lexton ... | Waubra ... | | Narraport ... | Birchip ... | |
| Lismore ... | Camperdown ... | | Narrawong ... | Portland ... | |
| Lockwood ... | Bendigo ... | | Narrung ... | Swan Hill ... | |
| Logan ... | Emu ... | | Navarre ... | St. Arnaud ... | |
| Longford ... | Sale ... | | Neereman ... | Maldon ... | |
| Longwood East ... | Longwood ... | | Neerim ... | Neerim South ... | |
| Lorne ... | Dean Marsh ... | | Neilborough North ... | Raywood ... | |
| Lorquon ... | Nhill ... | | Netherby ... | Nhill ... | |
| Lower Plenty ... | Heidelberg ... | | Newbridge ... | Tarnagulla ... | |
| Lyons ... | Heywood ... | | Newbury ... | Trentham ... | |
| Macarthur ... | Hamilton ... | | Newham ... | Woodend ... | |
| Macedesfield ... | Narre Warren ... | | Newhaven ... | Stony Point ... | |
| Macedon Upper ... | Macedon ... | | Newry ... | Madra ... | |
| Madonia Park ... | Echuca ... | | Nicholson ... | Bairnsdale ... | |
| Mailor's Flat ... | Warrnambool ... | | Ninyeunook ... | Glenloth ... | |
| | | | Niranda ... | Allansford ... | |
| | | | North Prentice ... | Rutherglen ... | |

LIST OF TOWNS, ETC.—continued.

| Place. | Nearest Railway Station. | Place. | Nearest Railway Station. |
|------------------------|--------------------------|------------------------|--------------------------|
| Notting Hill ... | Oakleigh ... | Smcaton ... | Allendale ... |
| Nyah ... | Swan Hill ... | Sorrento ... | Mornington ... |
| Oaklands Junction ... | Broadmeadows ... | Spring Bank ... | St. Arnaud ... |
| Ocean Grove ... | Drysdale ... | Spring Creek ... | Guildford ... |
| Omeo ... | Bairnsdale ... | Spring Mount ... | Creswick ... |
| Orford ... | Koroit ... | Springs ... | Daylesford ... |
| Orville ... | Dunolly ... | Staffordshire Reef ... | Newtown ... |
| Osborne's Flat ... | Yackandandah ... | Stanley ... | Beechworth ... |
| Pannooabawm ... | Rochester ... | St. Andrew's ... | Heidelberg ... |
| Pannoomilloo ... | " ... | St. Arnaud North ... | St. Arnaud ... |
| Panton Hill ... | Heidelberg ... | St. Bernard's Hospice | Bright ... |
| Paradise ... | St. Arnaud ... | (Boustead's) | |
| Patho ... | Echuca ... | Steiglitz ... | Meredith ... |
| Peechelba ... | Wangaratta ... | St. Fillian's ... | Healesville ... |
| Peechelba Town ... | " ... | Stony Crossing ... | Swan Hill ... |
| Percydale ... | Avoca ... | Stradbrook ... | Sale ... |
| Perry Bridge ... | Stratford ... | Strathdownie ... | Casterton ... |
| Peterborough ... | Timboon ... | Streatham ... | Linton ... |
| Piangil ... | Swan Hill ... | Stuart Mill ... | St. Arnaud ... |
| Pine Grove ... | Mitiamo ... | Stuart's Bridge ... | Echuca ... |
| Pine Grove East ... | " ... | Swan Reach ... | Bairnsdale ... |
| Pittfield Plains ... | Newtown ... | Swift's Creek ... | " ... |
| Plenty Lower ... | Heidelberg ... | Taggerty ... | Alexandra Road ... |
| Point Lonsdale ... | Queenscliff ... | Talgarno ... | Wodonga ... |
| Pomona ... | Stawell ... | Tallandoon ... | Tallangatta ... |
| Poolagelo ... | Casterton ... | Tambo Crossing ... | Bairnsdale ... |
| Poowong ... | Loch ... | Tangil ... | Moe ... |
| Portarlington ... | Drysdale ... | Taplin ... | Swan Hill ... |
| Port Campbell ... | Timboon ... | Tarcoinbe ... | Longwood ... |
| Powlett Hill ... | Newstead ... | Turnayoukyan ... | Coleraine ... |
| Prentice Freehold ... | Rutherglen ... | Tatong ... | Benalla ... |
| Princetown ... | Timboon ... | Tawong ... | Charlton ... |
| Purnim ... | Warrnambool ... | Tchum Lakes ... | Birchip ... |
| Queensferry ... | Lang Lang ... | Teesdale ... | Bannockburn ... |
| Queenstown ... | Heidelberg ... | Templestowe ... | Heidelberg ... |
| Redbank ... | Avoca ... | Templestowe Lower | " ... |
| Redcastle ... | Heathcote ... | Ten-mile ... | Mansfield ... |
| Reedy Creek ... | Broadford ... | Terrick Terrick East | Echuca ... |
| Research ... | Heidelberg ... | Thalia ... | Wycheproof ... |
| Rheola ... | Inglewood ... | Thologolong ... | Wodonga ... |
| Rhyll (Phillip Island) | Stony Point ... | Thoona ... | Goorambat ... |
| Rochford ... | Lancefield ... | Thornton ... | Alexandra Road ... |
| Rodborough ... | Carisbrook ... | Thornton Upper ... | " ... |
| Rokewood ... | Newtown ... | Timor ... | Maryborough ... |
| Rokewood Junction ... | " ... | Timor West ... | " ... |
| Runnymede ... | Elmore ... | Tintakra ... | Wodonga ... |
| Salisbury ... | Inglewood ... | Tittybong ... | Wycheproof ... |
| Sandon ... | Newstead ... | Tocumwal (N.S.W.) | Yarroweyah ... |
| San Remo ... | Stony Point ... | Tongio ... | Bairnsdale ... |
| Sarsfield ... | Bairnsdale ... | Tooleen ... | Heathcote ... |
| Sassafras Gully ... | Bayswater ... | Toolern ... | Melton ... |
| Scoresby ... | Oakleigh ... | Tooleybuc ... | Swan Hill ... |
| Scotchman's ... | Ballarat ... | Torrumbarry ... | Echuca ... |
| Serpentine ... | Inglewood ... | Torquay ... | Geelong ... |
| Sharp's School ... | St. James ... | Tottington ... | St. Arnaud ... |
| Selbourne East ... | Bendigo ... | Towaninnie ... | Wycheproof ... |
| Shelford ... | Bannockburn ... | Traynor's Lagoon ... | St. Arnaud ... |
| Shepherd's Flat ... | Daylesford ... | Trewalla ... | Portland ... |
| Shoreham ... | Bittern ... | Tullamarine ... | Broadmeadows ... |
| Skipton ... | Linton ... | Tulloch ... | Casterton ... |
| Slaty Creek ... | Mansfield ... | Tyack ... | Broadford ... |
| | | Tyers ... | Moe ... |

LIST OF TOWNS, ETC.—continued.

| Place. | Nearest Railway Station. | | Place. | Nearest Railway Station. |
|--------------------|--------------------------|--|--------------------|--------------------------|
| Tyntynder ... | Swan Hill ... | | Wilsons ... | Heidelberg ... |
| Tyrendarra ... | Portland ... | | Winslow ... | Warrnambool ... |
| Vaughan ... | Castlemaine ... | | Wirchilleba ... | Stawell ... |
| Wabba ... | Tallangatta ... | | Witchipool ... | Sheep Hills ... |
| Wakool ... | Swan Hill ... | | Woodford ... | Warrnambool ... |
| Walhalla ... | Toongabbie ... | | Woodside... .. | Alborton ... |
| Wallaloo ... | Stawell ... | | Wood's Point ... | Mansfield ... |
| Wallington ... | Geelong ... | | Woodstock ... | Tarnagulla ... |
| Walwa Creek ... | Wodonga ... | | Woodstock West ... | Maldon ... |
| Wanalta ... | Rushworth ... | | Wood-Wood ... | Swan Hill ... |
| Wandiligong ... | Bright... .. | | Woorndoo ... | Mortlake ... |
| Wandin North ... | Lilydale... .. | | Woorndoo Upper ... | " ... |
| Wandin South ... | " ... | | Wooroonooke ... | Charlton ... |
| Wangoom ... | Warrnambool ... | | | |
| Wanurp ... | Mitiamo ... | | Yambuk ... | Port Fairy ... |
| Warrambeen ... | Bannockburn ... | | Yanac-a-Yanac ... | Nhill ... |
| Warrandyte ... | Heidelberg ... | | Yanac-a-YanacNorth | " ... |
| Watson's ... | Mitiamo ... | | Yandoit ... | Guildford ... |
| Wauru Ponds ... | Geelong ... | | Yannathan ... | Monomeith ... |
| Weering ... | Beeac ... | | Yapeen ... | Castlemaine ... |
| Wee-wee-rup ... | Echuca ... | | Yarram ... | Alborton ... |
| Wharparilla ... | " ... | | Yarrowalla ... | Pyramid ... |
| Wheeler's Hill ... | Oakleigh ... | | Yawong ... | St. Arnaud ... |
| Willenabrina ... | Warracknabeal... | | Yellangip .. | Warracknabeal... |
| Willenabrina North | " ... | | Youngera... | Swan Hill ... |
| Willow Grove ... | Moe ... | | | |

Z.11.

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE.

FOR GOODS SENT TO UNATTENDED STATION OR SIDING WHERE NO PERSON IS IN CHARGE.

The Victorian Railways Commissioners hereby give notice that they have Two RATES for the conveyance of certain classes and descriptions of goods—one, the ordinary rate, when they take the ordinary liability of a carrier; the other, a reduced rate adopted if the consignor relieves them of all liability from loss, detention, injury, damage, or delay. The classes and descriptions of goods referred to are duly specified in the Goods Rates Book published by the Commissioners.

Such of the goods entered on this consignment note as are shown in the Goods Book as being carried at owner's risk may be carried at the risk of the Victorian Railways Commissioners upon the consignor writing the words, "At Commissioners' risk," in the column provided herein headed, "At whose risk," and on payment of all extra lawful charges; but under no circumstances whatsoever will the Commissioners carry at their risk or undertake any liability in respect of the goods expressly mentioned in General Condition No. 4 of the said Goods Rates Book as not being accepted at their risk.

Station.

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To the VICTORIAN RAILWAYS COMMISSIONERS.

Please Receive and Forward, subject to the provisions of the Railways Acts and the By-Laws published by the Commissioners, the undermentioned Goods directed to

of

Upon arrival of the train at the Unattended Station, Siding* at they are to be left there for removal, such Unattended Station, Siding,* being a place whereat the Commissioners have no person in charge; and such Goods are tendered by me and accepted for transmission by the Commissioners on the express terms that the Commissioners' liability with respect to them shall absolutely cease immediately upon their discharge from the vehicles of the Commissioners, whether there be any one to accept delivery of them or not; so far as regards such of the Goods which in the column headed "At whose risk," I have so indicated, I require the Goods to be carried at the Commissioners' risk; as regards such of the Goods to which the two rates above referred to apply, and in respect to which I have not otherwise directed, I require them to be carried at the reduced rate below the Commissioners' ordinary rate, in consideration whereof I undertake to relieve the Commissioners from all liability in case of loss, detention, injury, delay, or damage caused otherwise than by the wilful misconduct or wilful negligence of the Commissioners or their employés.

Consignor.

Address.

| Consignee. | Mark or Address. | No. | Description of Goods. | At Whose Risk. | Weight. | | | | Class. | Paid on ¹ | |
|------------|------------------|-----|-----------------------|----------------|---------|------|------|------|--------|----------------------|--|
| | | | | | Tons. | cwt. | qrs. | lbs. | | | |
| | | | | | | | | | | | |

Railway Employé.

* Unattended Station or Siding, as the case may be, should be struck out when preparing the Consignment Note.

VICTORIAN RAILWAYS.

CONSIGNMENT NOTE FOR GUNPOWDER AND OTHER DANGEROUS AND
EXPLOSIVE COMPOUNDS.

Station,

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The Victorian Railways Commissioners are requested to receive the goods undermentioned, and to carry them to _____ Railway Station, subject to the Conditions endorsed hereon, to all of which _____ hereby agree.

† Signature—

Address—

| * No. of | | Name of Compound. | Name and Address of Consignor. | Name and Address of Consignee. | Description of Package. | Number of Packages. | Marks. | Weight. | | | | Charges paid on. | | |
|----------|----------|-------------------|--------------------------------|--------------------------------|-------------------------|---------------------|--------|---------|----|----|-----|------------------|----|----|
| Truck. | Invoice. | | | | | | | t. | c. | q. | lb. | £ | s. | d. |
| | | | | | | | | | | | | | | |

* These columns will be filled in by employees of the Commissioners.
† Person bringing goods to the Railway Station.

(T and C 291)

EXPORTS PER VICTORIAN RAILWAYS.

When goods are consigned to any station in New South Wales, or South Australia, consignors must fill up a form, as hereunder, giving full particulars of contents, &c. Form, when completed, to be addressed to the Sub-Collector of Customs at Echuca, Wodonga, or Serviceton, as the case may require, and, in all cases, to accompany the goods.

From _____ day of _____ 190
To _____
via _____ (Border Station). _____ Exporter.

NOTE.—This form is not required for goods sent from * Melbourne, Geelong, Warrnambool, Port Fairy, Portland, Port Albert, Sale, Bairnsdale, Serviceton, Wodonga, Wahgunyah, Yarrawonga, Cobram, Echuca, Swan Hill. At these places the goods must be entered out at the Custom House.

| Marks and Numbers. | Packages, Description, and Quantities of Goods. | Produce. | Value. | | |
|--------------------|---|----------|--------|--|--|
| | | | | | |

I declare the above to be a correct account of the goods to be exported.

Exporter or his Representative.

This form, duly completed, is to accompany the goods to the Border Station.

* Melbourne includes Port Melbourne and Williamstown.

(100)

VICTORIAN RAILWAYS.

I, _____, of _____, in the State
 of Victoria (*), do solemnly and sincerely declare—
 That the undermentioned (†)
 period of not less than three years, viz.:—
 has been in use for a
 * Insert business.
 † Detail the machinery, particulars of which must correspond with the consignment note in every respect.
 (‡)

And I make this solemn declaration conscientiously believing the same to be true and by virtue of the provisions of an Act of the Parliament of Victoria rendering persons making a false declaration punishable for wilful and corrupt perjury.

Declared at _____ in the State
 of Victoria, this _____ day of _____
 hundred and _____ One thousand nine
 Before me—

Justice of the Peace.

VICTORIAN RAILWAYS.

LIVE STOCK REQUISITION.

The Victorian Railways Commissioners will please provide the undersigned with trucks for the carriage of _____ from _____ Station to _____ Station, on the _____ day of _____ 190____, and the undersigned hereby agree to pay full rates for every truck not loaded up at the place and on the day mentioned, and in time to be despatched by the trains to be specified by the General Superintendent of Transportation or the Live Stock Agent; also to accept all risk of injury to animals while on Railway premises, or while being loaded or unloaded, or while in transit or from any cause whatsoever not arising from gross negligence on the part of the Railways Commissioners or their employés.

Melbourne, _____ 190____.

The Commissioners do not guarantee under any circumstances the arrival or delivery of Live Stock at any particular time by any particular train or for any particular market, neither do they undertake to advise consignees of the arrival of Live Stock.

[SPECIAL.]

VICTORIAN RAILWAYS.

LIVE STOCK REQUISITION.

The undersigned being desirous of having conveyed to (or from) _____ Station, where no platform, yards, or other suitable place is provided for unloading, loading, or receiving Live Stock, and to (or from) _____ which the Victorian Railways Commissioners do not undertake to carry Live Stock, request that the Victorian Railways Commissioners will provide _____ trucks for the carriage of _____ from _____ Station to _____ Station aforesaid on the _____ day of _____ 190____, the undersigned undertaking to unload (or load) the trucks himself or themselves, and to accept all responsibility and risk in respect of any loss or damage incidental to the unloading or loading, or arising in consequence of the absence of suitable accommodation for unloading, loading, or receiving Live Stock, and hereby agree to pay full rates for every truck not loaded up at the place and on the day mentioned.

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The Commissioners do not guarantee under any circumstances the arrival or delivery of Live Stock at any particular time by any particular train or for any particular market, neither do they undertake to advise consignees of the arrival of Live Stock.

(89)

VICTORIAN RAILWAYS.

CONSIGNMENT OF RACE-HORSES.

| | | | |
|--|-----------------------------------|------|----------|
| Required conveyance for the undermentioned race-horse from | | Race | |
| to | for the purpose of running at the | | |
| Meeting to be held at | on | 190 | |
| Name of horse and age | | | Owner. |
| Forwarded at full rate. | | | Station. |
| | | | 190 |
| Returned free. | | | Station. |
| | | | 190 |

This form must be filled up by the owner when forwarding any race-horse for which subsequent free carriage is required. The forwarding booking clerk will sign it and hand it back to the owner, who must deliver it up when consigning for the return journey. The clerk will then sign it and attach it to the way-bill along with the certificate from the Secretary of the Racing Club.

The H, C, and D, Book must be signed by consignor as heretofore.

NOTE.—Horses to be entitled to free carriage must be returned within a fortnight after conclusion of the race meeting at which they last raced, and not later than two (2) months from the date of their outward journey. In cases where two or three horses are loaded in one box and booked as one consignment to a Race meeting they must be returned together, or freight will be charged for each extra horse-box used.

GOODS RATES PER TON BETWEEN MELBOURNE AND THE UNDERMENTIONED STATIONS.

Goods not fully addressed must be marked with the distinctive letters shown opposite the name of each station.

Lists showing the days on which goods will be received at Melbourne for despatch to the various stations may be obtained on application to the Goods Superintendent.

| Mark. | STATIONS. | Miles. | Class M. | Class A.P. | Special A.P. Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|------------------------------|---------|-------------|---------------|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| A Y | Albury (see page 76) | 190 1/2 | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| A D | Addington † | 114 1/2 | 9 4 | 9 10 | 11 10 | 15 6 | 19 4 | 26 2 | 29 8 | 37 2 | 47 9 |
| A G | Agnes River † | 116 1/2 | 9 6 | 9 10 | 11 10 | 14 4 | 18 9 | 23 1 | 35 9 | 40 0 | 40 0 |
| A T | Alberton | 132 1/2 | 10 7 | 10 10 | 13 0 | 14 4 | 18 9 | 23 1 | 35 9 | 40 0 | 40 0 |
| A B | Alexandra-road (see page 77) | 97 1/2 | 8 2 | 8 9 | 10 6 | 14 11 | 19 3 | 23 1 | 35 9 | 45 2 | 59 3 |
| A F | Allansford | 159 1/2 | 12 4 | 11 10 | 14 2 | 17 2 | 29 5 | 30 2 | 39 0 | 32 6 | 35 0 |
| A E | Allendale | 96 | 8 0 | 8 9 | 10 6 | 14 4 | 18 9 | 23 1 | 35 9 | 40 0 | 40 0 |
| A P | Alphington † | 62 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| A M | Amphitheatre † | 135 1/2 | 10 0 | 11 2 | 13 5 | 18 2 | 24 3 | 38 6 | 47 3 | 59 2 | 76 9 |
| A N | Antwerp † (see page 71) | 257 1/2 | 13 2 | 14 6 | 17 5 | 23 1 | 33 4 | 60 8 | 73 6 | 95 6 | 117 3 |
| A S | Araripiles † (see page 141) | 153 1/2 | 12 0 | 11 8 | 14 0 | 19 10 | 26 1 | 36 7 | 43 5 | 54 9 | 70 8 |
| A A | Ararat | 98 | 8 2 | 8 9 | 10 6 | 14 11 | 19 3 | 23 1 | 35 9 | 45 2 | 59 3 |
| A C | Araratia | 11 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| A O | Arden-street | 163 1/2 | 12 4 | 11 10 | 14 2 | 20 4 | 26 9 | 38 3 | 45 8 | 57 6 | 74 4 |
| A B | Armitage † | 139 1/2 | 11 0 | 11 2 | 13 5 | 18 2 | 24 3 | 38 6 | 47 3 | 59 2 | 76 9 |
| A U R | Aura † (see page 141) | 72 | 6 0 | 7 3 | 8 8 | 11 0 | 14 4 | 20 11 | 26 5 | 33 0 | 43 6 |
| A V | Avenel | 127 | 10 2 | 10 6 | 12 7 | 17 4 | 23 1 | 36 4 | 44 0 | 54 9 | 71 4 |
| A L | Avoca | 80 1/2 | 7 6 | 8 3 | 9 11 | 13 9 | 17 8 | 25 11 | 33 0 | 41 3 | 54 5 |
| A X | Avedale | 313 1/2 | 2 11 | 3 9 | 4 6 | 5 6 | 7 2 | 9 11 | 11 7 | 14 11 | 19 4 |
| B M | Bacchus Marsh | 113 1/2 | 9 4 | 9 6 | 11 5 | 16 0 | 20 11 | 31 11 | 46 5 | 51 2 | 67 8 |
| B A | Baddaginnie | 111 1/2 | 9 2 | 9 6 | 11 5 | 16 0 | 20 11 | 31 11 | 46 5 | 51 2 | 67 8 |
| B G | Bagshot † | 170 | 13 0 | 12 2 | 14 7 | 14 7 | 18 9 | 23 1 | 35 9 | 40 0 | 40 0 |
| B D | Bairnsdale (see page 77) | 49 1/2 | 4 3 | 5 6 | 6 7 | 8 3 | 10 6 | 14 11 | 18 2 | 23 2 | 30 3 |
| B L | Ballan | 96 1/2 | 8 0 | 8 9 | 10 6 | 14 11 | 19 3 | 23 1 | 35 9 | 40 0 | 40 0 |
| B E | Ballarat (see pages 71 & 77) | 95 1/2 | 8 0 | 8 9 | 10 6 | 14 11 | 19 3 | 23 1 | 35 9 | 40 0 | 40 0 |
| B R | Ballarat East (see page 71) | 95 1/2 | 8 0 | 8 9 | 10 6 | 14 11 | 19 3 | 23 1 | 35 9 | 40 0 | 40 0 |
| B A L | Balaclava † | 89 1/2 | 8 3 | 8 9 | 10 6 | 14 11 | 19 3 | 23 1 | 35 9 | 40 0 | 40 0 |
| R A N | Banookburn | 55 1/2 | 4 9 | 6 3 | 7 6 | 8 4 | 8 11 | 10 6 | 10 6 | 14 8 | 19 1 |
| R N L | Banool † (see page 142) | 71 1/2 | 6 0 | 7 3 | 8 8 | 11 0 | 14 4 | 20 11 | 26 5 | 33 0 | 43 6 |
| B A R | Barfold † | 81 | 6 9 | 7 9 | 9 4 | 12 2 | 16 0 | 23 8 | 29 9 | 37 5 | 48 11 |
| B A C | Barker's Creek † | 174 | 13 4 | 12 6 | 15 0 | 21 8 | 29 0 | 46 9 | 61 8 | 77 7 | 103 2 |
| B R N | Barunawatha | 168 1/2 | 13 0 | 12 2 | 14 7 | 21 3 | 28 10 | 45 10 | 60 3 | 75 9 | 100 7 |
| B N K | Barongaroo (see page 142)† | 177 1/2 | 13 7 | 12 8 | 15 2 | 22 0 | 30 0 | 47 6 | 62 9 | 79 1 | 105 3 |
| B P T | Barraport † | 92 1/2 | 8 3 | 8 9 | 10 6 | 13 10 | 16 0 | 21 0 | 24 10 | 32 3 | 35 0 |
| R D N | Barwon Downs † | 184 | 2 6 | 2 9 | 3 4 | 3 11 | 4 5 | 6 8 | 7 2 | 8 10 | 11 6 |
| B A Y | Baywater | 25 | 2 8 | 3 6 | 4 2 | 5 0 | 6 1 | 8 10 | 10 6 | 12 8 | 16 11 |
| B F | Beaconsfield | 137 1/2 | 10 11 | 11 2 | 13 5 | 18 4 | 24 6 | 39 1 | 47 3 | 59 9 | 77 4 |
| B E A | Bealiba | 121 1/2 | 10 0 | 10 2 | 12 5 | 16 7 | 21 0 | 29 11 | 33 0 | 41 7 | 53 9 |
| B Q | Beaufort | 160 1/2 | 8 5 | 9 0 | 10 10 | 11 10 | 14 7 | 19 6 | 23 5 | 28 11 | 35 0 |
| B G | Beeac (see page 63) | 171 1/2 | 13 2 | 12 6 | 15 0 | 21 6 | 29 2 | 46 5 | 61 1 | 76 10 | 102 2 |
| B F T | Beech Forest (see page 142)† | 149 | 11 8 | 11 6 | 13 10 | 19 6 | 26 1 | 42 5 | 54 6 | 68 3 | 90 0 |
| B H | Beechworth | 65 | 5 5 | 6 6 | 7 10 | 9 11 | 13 3 | 19 3 | 23 8 | 29 9 | 39 3 |
| B J N | Beechworth Junction | 121 1/2 | 9 10 | 10 2 | 12 2 | 16 11 | 22 4 | 34 8 | 44 7 | 56 2 | 73 9 |
| B E L | Belgrave (see page 141)† | 100 1/2 | 8 5 | 9 0 | 10 10 | 15 0 | 19 0 | 29 2 | 36 0 | 46 3 | 61 0 |
| B N | Bena | 225 1/2 | 16 9 | 14 0 | 16 10 | 25 11 | 35 5 | 56 4 | 75 11 | 96 8 | 130 3 |
| B J | Benalla (see page 77) | 261 | 2 7 | 3 6 | 4 2 | 5 0 | 6 1 | 8 10 | 9 11 | 12 8 | 16 4 |
| B O | Bendigo (see pages 72 & 77) | 321 | 9 9 | 10 2 | 12 2 | 16 10 | 22 3 | 34 8 | 41 9 | 52 0 | 67 8 |
| B E R | Berrillock † | 195 1/2 | 14 9 | 13 4 | 16 0 | 23 8 | 32 6 | 50 10 | 67 8 | 85 8 | 114 8 |
| B W | Berwick | 261 | 18 3 | 14 8 | 17 7 | 28 3 | 38 8 | 61 3 | 80 3 | 102 11 | 135 8 |
| B E T | Bet Bet † | 26 | 2 6 | 3 3 | 3 11 | 5 0 | 6 1 | 8 3 | 9 5 | 12 2 | 15 9 |
| B R | Bethanga | 214 1/2 | 16 0 | 13 10 | 16 7 | 25 2 | 34 5 | 54 4 | 72 11 | 92 7 | 123 10 |
| P E U | Beulah | 84 1/2 | 7 0 | 8 0 | 9 7 | 11 3 | 13 8 | 17 2 | 19 4 | 25 8 | 33 7 |
| B E V | Beveridge † | 41 1/2 | 3 8 | 4 0 | 5 8 | 7 2 | 8 10 | 12 8 | 13 10 | 16 11 | 18 6 |
| B P | Birchip | 109 1/2 | 2 6 | 2 6 | 3 0 | 3 4 | 4 5 | 6 0 | 6 8 | 8 0 | 10 0 |
| B G | Birregurra | 63 | 5 3 | 6 6 | 7 10 | 9 11 | 12 8 | 18 9 | 23 2 | 29 2 | 38 1 |
| B T | Bittern | 107 1/2 | 8 11 | 9 3 | 11 1 | 14 11 | 18 3 | 23 11 | 26 11 | 33 4 | 42 11 |
| B L K | Blackburn | 232 | 17 2 | 14 2 | 17 0 | 26 3 | 36 0 | 57 5 | 77 7 | 98 10 | 133 5 |
| B L O | Bloomfield | 338 | 10 11 | 11 2 | 13 5 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| B L W | Blowhard † | 207 1/2 | 15 7 | 13 8 | 16 5 | 24 7 | 33 9 | 53 0 | 71 0 | 90 1 | 120 11 |
| B G T | Boigbeat † | 35 | 8 2 | 4 3 | 5 1 | 6 1 | 7 9 | 11 0 | 12 8 | 16 0 | 21 2 |
| B O I | Boisdale † | 118 | 9 7 | 9 10 | 11 10 | 16 6 | 21 9 | 33 7 | 43 6 | 53 11 | 71 4 |
| B O L | Boisdales | 100 1/2 | 8 5 | 9 0 | 10 10 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| B I N | Boisdales | 131 1/2 | 10 6 | 10 10 | 13 0 | 17 2 | 20 5 | 30 2 | 39 0 | 52 6 | 65 0 |
| B I | Bolinda † | 160 | 13 0 | 12 2 | 14 7 | 21 8 | 28 10 | 45 10 | 60 3 | 75 9 | 100 7 |
| B O O | Boolarra | 156 1/2 | 12 2 | 11 10 | 14 2 | 20 1 | 27 2 | 43 8 | 56 5 | 71 4 | 91 4 |
| B O R | Booran † | | | | | | | | | | |
| B Z | Boort | | | | | | | | | | |
| B N G | Borung | | | | | | | | | | |

* Not including loading or unloading.

† Freights to be prepaid.

GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark. | STATIONS. | Miles. | Class M. | Class A.P. | Special A.P. Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|---------------------------|--------|-------------|---------------|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| BOW | Bowman † | 169 | 13 0 | 12 2 | 14 7 | 21 3 | 23 10 | 45 10 | 60 3 | 75 0 | 100 7 |
| BOX | Box Hill | 94 | 2 6 | 2 6 | 3 0 | 3 0 | 3 4 | 3 10 | 3 17 | 4 5 | 6 0 |
| BOY | Boy † | 972 | 8 2 | 8 9 | 10 6 | 14 4 | 18 9 | 25 1 | 35 9 | 40 0 | 40 0 |
| BRA | Bradford † | 952 | 8 0 | 8 9 | 10 6 | 14 4 | 18 9 | 27 6 | 35 3 | 44 0 | 53 0 |
| BCK | Bradshaw † | 52 | 4 5 | 5 9 | 6 11 | 8 3 | 10 6 | 15 5 | 19 3 | 23 5 | 31 5 |
| BX | Branchholme | 2354 | 17 5 | 14 2 | 17 0 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| BAV | Bravington † | 68 | 5 8 | 6 9 | 8 1 | 10 6 | 13 9 | 19 10 | 24 9 | 31 5 | 40 0 |
| BRK | Braybrook Junction | 74 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| BRI | Bringolong † | 1432 | 11 4 | 11 4 | 13 7 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| BID | Bridgewater | 1261 | 10 2 | 10 0 | 12 7 | 17 4 | 23 1 | 36 4 | 45 5 | 53 4 | 70 9 |
| BT | Bright | 196 | 11 9 | 13 4 | 16 0 | 23 8 | 32 0 | 50 10 | 67 8 | 83 8 | 114 8 |
| BRM | Brin † | 2514 | 18 1 | 14 6 | 17 5 | 27 8 | 37 10 | 59 7 | 77 10 | 99 8 | 130 6 |
| BV | Broadford | 404 | 4 1 | 5 3 | 6 4 | 7 9 | 9 11 | 14 4 | 17 1 | 21 6 | 28 5 |
| BRQ | Broadmeadows | 101 | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 4 5 | 5 0 | 6 8 |
| BRF | Brookfield † | 1044 | 12 8 | 12 0 | 14 5 | 20 10 | 28 3 | 45 2 | 59 2 | 74 3 | 95 5 |
| BS | Brunswick | 44 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 4 5 | 5 0 | 6 0 |
| BUR | Buangor | 129 | 11 0 | 11 2 | 13 5 | 18 0 | 23 9 | 32 9 | 38 6 | 48 2 | 62 3 |
| BUK | Buckley † | 644 | 5 6 | 6 6 | 7 10 | 8 11 | 10 0 | 11 8 | 12 2 | 16 11 | 22 1 |
| BKL | Buckrahanyule | 1044 | 12 8 | 12 0 | 14 5 | 20 10 | 28 3 | 45 2 | 59 2 | 74 3 | 95 5 |
| BUF | Buffalo † | 944 | 7 11 | 5 9 | 10 6 | 14 4 | 18 9 | 27 6 | 34 8 | 40 0 | 40 0 |
| BUL | Bullabul † | 134 | 10 8 | 10 10 | 13 0 | 18 0 | 24 0 | 38 0 | 48 8 | 61 8 | 81 0 |
| BTO | Bullarto | 694 | 5 10 | 7 0 | 8 5 | 11 0 | 13 9 | 20 5 | 25 11 | 31 11 | 42 4 |
| BLN | Bulu Bulu † | 664 | 5 7 | 6 9 | 8 1 | 10 6 | 13 3 | 19 10 | 24 0 | 30 10 | 40 0 |
| BUN | Bungaree | 64 | 5 4 | 6 6 | 7 10 | 9 11 | 12 8 | 18 9 | 22 6 | 28 4 | 36 3 |
| BON | Bung Bong † | 1194 | 9 5 | 10 2 | 12 2 | 16 9 | 22 0 | 34 2 | 40 8 | 51 6 | 66 6 |
| BVG | Buninyong | 1034 | 8 8 | 9 0 | 10 10 | 12 6 | 16 0 | 21 9 | 25 3 | 32 3 | 41 1 |
| BV | Bunyip | 48 | 4 2 | 5 3 | 6 4 | 7 9 | 9 11 | 14 4 | 17 8 | 22 0 | 29 9 |
| BLY | Burnley (see page 77) | 24 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 4 5 | 5 0 | 6 0 |
| BUR | Burnsbee | 1004 | 9 0 | 9 6 | 11 5 | 14 11 | 18 3 | 23 11 | 27 0 | 34 5 | 44 1 |
| BPK | Bushy Park † | 140 | 11 0 | 11 2 | 13 5 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| BYL | Bylands † | 384 | 3 6 | 4 6 | 5 5 | 6 8 | 8 3 | 12 2 | 14 4 | 18 2 | 23 7 |
| BYN | Bymeside † | 113 | 9 3 | 9 6 | 11 5 | 16 1 | 21 1 | 32 6 | 41 3 | 51 9 | 65 3 |
| CAL | Cahlermeade † | 45 | 3 11 | 5 0 | 6 0 | 7 2 | 9 5 | 13 9 | 16 6 | 20 11 | 27 2 |
| CG | California Gully | 1044 | 8 8 | 9 3 | 11 1 | 15 4 | 20 0 | 30 3 | 38 0 | 48 5 | 63 5 |
| CB | Canberwell | 54 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 4 5 | 5 0 | 6 0 |
| CAM | Campbell † | 804 | 6 9 | 7 9 | 9 4 | 12 2 | 16 0 | 23 8 | 29 9 | 37 5 | 48 11 |
| CD | Camperdown | 1234 | 10 0 | 10 2 | 12 2 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| CAN | Canadian † | 984 | 8 3 | 8 9 | 10 6 | 12 2 | 15 5 | 20 8 | 23 7 | 30 0 | 38 1 |
| CLE | Cannie † | 1054 | 15 0 | 13 4 | 16 0 | 24 0 | 32 11 | 51 4 | 63 6 | 86 9 | 116 2 |
| CBY | Cantebury | 64 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 4 5 | 5 0 | 6 0 |
| CPE | Carapooce | 1524 | 11 11 | 11 8 | 14 0 | 19 9 | 26 7 | 42 1 | 52 9 | 66 4 | 86 5 |
| CB | Carisbrook | 1074 | 8 11 | 9 3 | 11 1 | 15 7 | 20 5 | 30 10 | 38 0 | 48 2 | 62 3 |
| CRU | Carisruhe | 54 | 4 6 | 5 9 | 6 11 | 8 3 | 11 0 | 16 0 | 19 3 | 24 3 | 32 0 |
| CAR | Carraun | 214 | 2 6 | 3 0 | 3 7 | 4 5 | 5 9 | 7 2 | 8 8 | 9 11 | 13 4 |
| CST | Casterton | 2074 | 13 5 | 14 8 | 17 7 | 22 2 | 25 5 | 31 2 | 37 6 | 49 0 | 62 6 |
| C | Castlemaine (see page 72) | 78 | 6 6 | 7 9 | 9 4 | 12 2 | 15 5 | 22 7 | 28 8 | 35 9 | 47 2 |
| CTH | Cathkin | 934 | 7 10 | 8 6 | 10 2 | 14 4 | 18 2 | 27 0 | 34 8 | 42 11 | 56 10 |
| CTD | Caulfield | 61 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 4 5 | 5 0 | 6 0 |
| CA | Charlton | 1734 | 13 4 | 12 6 | 15 0 | 21 8 | 29 6 | 46 9 | 61 8 | 77 7 | 103 2 |
| CJ | Cheltenham | 184 | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 0 | 5 0 | 6 8 | 8 6 |
| CF | Cheviot † | 884 | 7 0 | 8 0 | 9 7 | 12 8 | 16 6 | 24 3 | 30 10 | 38 0 | 50 9 |
| CI | Chevron | 75 | 6 3 | 7 6 | 9 0 | 11 7 | 14 11 | 22 0 | 27 6 | 34 8 | 45 4 |
| CHI | Chiltern | 1084 | 13 0 | 12 2 | 14 7 | 21 3 | 28 10 | 45 10 | 60 3 | 75 9 | 100 7 |
| CLA | Clayton † | 12 | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 4 5 | 5 0 | 6 7 |
| CU | Clunes | 1094 | 9 0 | 9 6 | 11 5 | 15 10 | 20 5 | 27 3 | 30 9 | 38 10 | 50 2 |
| CLY | Clyde | 304 | 2 10 | 3 9 | 4 6 | 5 6 | 6 8 | 9 11 | 11 7 | 14 4 | 18 9 |
| GV | Coatville † | 354 | 7 2 | 8 0 | 9 7 | 13 3 | 17 1 | 24 9 | 31 5 | 39 8 | 49 0 |
| CO | Colden † | 1354 | 10 9 | 11 2 | 13 5 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| CM | Cobram | 1554 | 12 0 | 11 8 | 14 0 | 19 11 | 26 11 | 43 4 | 56 5 | 70 7 | 93 3 |
| COB | Coburg | 61 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 4 5 | 5 0 | 6 0 |
| CRK | Cockatoo (see page 141) † | | | | | | | | | | |
| CR | Coleac (see page 68) | 654 | 8 0 | 8 9 | 10 6 | 11 3 | 13 6 | 18 5 | 21 9 | 26 8 | 33 10 |
| CS | Goldstream † | 20 | 2 6 | 3 3 | 3 11 | 5 0 | 6 1 | 8 3 | 9 5 | 12 2 | 15 9 |
| CE | Colebourne | 2434 | 17 11 | 14 4 | 17 2 | 22 2 | 25 5 | 31 2 | 37 6 | 49 0 | 62 6 |
| CON | Condah | 2134 | 17 11 | 14 4 | 17 2 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| CRD | Concupna-road † | 1184 | 9 8 | 9 10 | 11 10 | 16 8 | 21 11 | 34 2 | 43 6 | 54 6 | 71 11 |
| CNE | Connewarre † | 404 | 4 3 | 5 6 | 6 7 | 8 1 | 9 1 | 11 6 | 14 4 | 18 2 | 23 7 |
| CP | Cope Cope | 1754 | 13 4 | 12 6 | 15 0 | 21 8 | 29 6 | 46 9 | 61 8 | 77 7 | 103 2 |
| CV | Coronby † | 2134 | 13 11 | 13 10 | 16 7 | 21 0 | 24 3 | 30 10 | 38 0 | 48 2 | 62 3 |
| CT | Cosgrove † | 1264 | 10 2 | 10 6 | 12 7 | 17 4 | 23 1 | 36 4 | 46 0 | 58 4 | 76 9 |
| CW | Cowwarr | 1184 | 9 4 | 9 6 | 11 5 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| CRA | Craigieburn | 161 | 2 6 | 2 9 | 3 4 | 3 4 | 4 5 | 5 0 | 6 1 | 7 9 | 10 3 |
| CQ | Cranbourne | 274 | 2 8 | 3 6 | 4 2 | 5 0 | 6 1 | 8 10 | 10 6 | 12 8 | 16 11 |
| CON | Croighton † | 89 | 7 5 | 8 6 | 9 0 | 10 10 | 14 11 | 18 3 | 23 11 | 26 11 | 33 10 |
| CR | Crowsick | 104 | 8 5 | 9 0 | 10 10 | 14 11 | 18 3 | 23 11 | 26 11 | 33 10 | 43 6 |
| CRQ | Crowsley † | 1774 | 14 7 | 12 8 | 15 2 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| CXR | Crossover † | 72 | 6 0 | 7 3 | 8 8 | 11 0 | 14 4 | 20 11 | 26 5 | 33 0 | 40 0 |
| CLD | Crowland † | 1534 | 12 0 | 11 8 | 14 0 | 19 10 | 26 9 | 39 11 | 48 5 | 60 3 | 78 7 |
| COX | Croxton | 64 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 4 5 | 5 0 | 6 0 |

* Not including loading or unloading.

† Freight to be prepaid.

GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark. | STATIONS. | Miles. | Class M. | Class A P. | Special A.P. Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|----------------------------------|--------|-------------|---------------|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| C R E | Croxtan East f..... | 215 | 16 0 | 13 10 | 16 7 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| C Z | Crib Point f..... | 44 | 4 0 | 5 3 | 6 6 | 6 6 | 6 6 | 11 0 | 11 0 | 13 6 | 13 6 |
| C D N | Croydon..... | 184 | 2 6 | 2 9 | 3 4 | 3 11 | 4 5 | 6 8 | 7 2 | 8 10 | 11 6 |
| C X | Cudgee f..... | 155 | 12 0 | 11 8 | 14 0 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| C U R | Curyo f..... | 227 | 16 11 | 14 0 | 16 10 | 20 0 | 25 7 | 36 8 | 46 6 | 57 5 | 71 4 |
| D G | Dandenong..... | 181 | 2 6 | 2 9 | 3 4 | 3 11 | 4 5 | 6 8 | 7 2 | 8 10 | 11 6 |
| D L A | Darlinghurst f..... | 105 | 8 9 | 9 3 | 11 1 | 11 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| D U | Darnum..... | 65 | 5 5 | 6 6 | 7 10 | 9 11 | 13 3 | 19 3 | 23 8 | 29 9 | 39 3 |
| D S | Davies f..... | 164 | 9 6 | 9 10 | 11 10 | 11 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| D | Daylesford (see page 72)..... | 753 | 6 4 | 7 6 | 9 0 | 11 7 | 14 11 | 22 0 | 28 1 | 34 8 | 45 11 |
| D M | Dean Marsh f (see page 77)..... | 193 | 7 7 | 8 6 | 10 2 | 12 9 | 14 5 | 18 9 | 22 1 | 28 5 | 35 0 |
| D P L | Deep Lead f..... | 176 | 13 6 | 12 8 | 15 2 | 21 11 | 29 3 | 43 2 | 52 3 | 65 9 | 85 2 |
| D P | Deer Park f..... | 11 | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 4 5 | 5 0 | 6 8 |
| D N | Denilighin f..... | 169 | 13 0 | 12 2 | 14 7 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| D E N | Dennington f..... | 121 | 9 10 | 10 2 | 12 2 | 16 11 | 22 4 | 34 8 | 43 9 | 56 2 | 73 9 |
| D R | Derby f..... | 78 | 6 7 | 7 9 | 9 4 | 12 2 | 15 5 | 23 2 | 29 2 | 36 4 | 47 9 |
| D L | Derrinall f..... | 137 | 10 11 | 11 2 | 13 5 | 18 4 | 24 6 | 39 1 | 50 8 | 63 3 | 83 5 |
| D V | Devenish..... | 281 | 18 8 | 15 0 | 18 0 | 29 9 | 40 7 | 51 3 | 73 10 | 95 10 | 114 2 |
| D W | Diapur (see page 71)..... | 201 | 2 6 | 3 0 | 3 7 | 3 11 | 5 0 | 7 2 | 7 9 | 9 11 | 12 8 |
| D T | Diggersrest f..... | 245 | 18 0 | 14 4 | 17 2 | 27 4 | 37 4 | 57 8 | 72 0 | 90 0 | 110 0 |
| D A | Dindusella (see page 71)..... | 131 | 10 6 | 10 10 | 13 0 | 17 10 | 23 8 | 37 5 | 47 5 | 60 6 | 79 9 |
| D E | Dingee..... | 148 | 11 7 | 11 6 | 13 10 | 19 3 | 25 4 | 34 11 | 41 9 | 52 0 | 67 8 |
| D B | Dobie..... | 182 | 13 11 | 12 10 | 15 5 | 22 6 | 30 9 | 48 5 | 61 9 | 80 1 | 104 6 |
| D O C | Docker (see page 141)..... | 207 | 2 6 | 3 0 | 3 7 | 3 11 | 5 0 | 7 2 | 7 9 | 9 11 | 12 8 |
| D O | Donald..... | 220 | 15 5 | 14 0 | 16 10 | 25 6 | 35 0 | 53 11 | 69 2 | 86 7 | 112 9 |
| D P | Donnybrook..... | 129 | 10 4 | 10 6 | 12 7 | 17 8 | 23 5 | 36 11 | 47 11 | 59 5 | 78 7 |
| D H | Dooen f..... | 56 | 4 9 | 6 3 | 7 6 | 8 10 | 11 7 | 16 6 | 20 5 | 25 11 | 33 10 |
| D I | Dookie..... | 57 | 4 11 | 6 3 | 7 6 | 8 4 | 8 4 | 9 5 | 10 0 | 13 7 | 17 10 |
| D J | Droatin..... | 200 | 15 1 | 13 8 | 16 5 | 24 2 | 29 10 | 37 10 | 42 2 | 46 4 | 51 6 |
| D Q | Drysdale..... | 61 | 5 8 | 6 9 | 8 1 | 10 6 | 13 9 | 19 0 | 22 6 | 28 4 | 36 3 |
| D K | Dunkeld..... | 125 | 10 1 | 10 6 | 12 7 | 17 2 | 22 10 | 35 9 | 42 11 | 54 3 | 70 1 |
| D G | Dunstowp..... | 156 | 12 2 | 11 10 | 14 2 | 20 1 | 27 2 | 39 4 | 47 3 | 59 9 | 77 4 |
| D Y | Dunolly..... | 55 | 5 0 | 6 3 | 7 6 | 9 5 | 12 2 | 17 8 | 21 6 | 27 0 | 35 8 |
| D U N | Dunneworthy f..... | | | | | | | | | | |
| D S A | Dysart f..... | | | | | | | | | | |
| E A | Eaglehawk (see page 72)..... | 165 | 8 9 | 9 3 | 11 1 | 15 5 | 20 1 | 30 3 | 38 0 | 48 5 | 64 1 |
| E B | East Brighton..... | 91 | 2 6 | 2 6 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 | 6 0 |
| E M | East Metcalfe f..... | 66 | 5 7 | 6 9 | 8 1 | 10 6 | 13 3 | 19 10 | 24 9 | 30 10 | 40 6 |
| E | Echuca and wharf (see p 78)..... | 114 | 11 4 | 11 4 | 13 7 | 19 0 | 25 6 | 41 3 | 53 5 | 66 7 | 87 7 |
| E G | Edgewood f..... | 62 | 5 3 | 6 6 | 7 10 | 9 11 | 12 8 | 18 9 | 23 2 | 29 2 | 38 1 |
| E D | Edi (see page 141)..... | 76 | 6 5 | 7 6 | 9 0 | 11 1 | 13 9 | 16 0 | 18 2 | 24 0 | 31 0 |
| E L | Elaine..... | 277 | 15 7 | 14 10 | 17 10 | 29 4 | 40 1 | 63 2 | 83 1 | 103 9 | 123 2 |
| E L M | Ellan f (see page 71)..... | 144 | 11 4 | 11 4 | 13 7 | 19 0 | 25 6 | 41 3 | 53 5 | 66 7 | 87 7 |
| E H | Elnhurst..... | 128 | 10 4 | 10 6 | 12 7 | 17 7 | 23 4 | 36 11 | 46 6 | 59 5 | 77 11 |
| E O | Elmore..... | 70 | 5 11 | 7 0 | 8 5 | 11 0 | 14 4 | 20 11 | 25 11 | 32 6 | 42 11 |
| E P | Elphinstone..... | 6 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| E S | Elsternwick..... | | | | | | | | | | |
| E L T | Eltham f (see page 141)..... | 69 | 5 10 | 7 0 | 8 5 | 11 0 | 13 9 | 20 5 | 25 11 | 31 11 | 42 4 |
| E N | Emberton f..... | 145 | 11 4 | 11 4 | 13 7 | 19 0 | 25 6 | 41 3 | 53 5 | 66 7 | 87 7 |
| E M D | Emerald f (see page 141)..... | 141 | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 6 | 5 6 | 7 2 | 9 1 |
| E U | Enn..... | 105 | 8 9 | 9 3 | 11 1 | 15 5 | 20 1 | 30 3 | 39 1 | 48 5 | 64 1 |
| E Q | Epping f..... | 5 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| E T | Epsom f..... | 97 | 8 1 | 8 9 | 10 6 | 11 7 | 14 11 | 20 1 | 23 0 | 28 11 | 36 10 |
| E S | Essendon..... | 93 | 7 10 | 8 6 | 10 2 | 14 4 | 18 2 | 27 0 | 34 8 | 42 11 | 56 10 |
| E K | Eureka f..... | 187 | 14 3 | 13 0 | 15 7 | 22 11 | 31 5 | 49 4 | 65 6 | 82 9 | 110 6 |
| E R | Eurobin f..... | 150 | 11 8 | 11 6 | 13 10 | 19 6 | 26 2 | 41 0 | 49 6 | 62 6 | 81 0 |
| E V | Eversley f..... | 161 | 12 5 | 12 0 | 14 8 | 20 6 | 27 9 | 44 5 | 58 1 | 72 10 | 96 5 |
| E F | Exerton..... | | | | | | | | | | |
| F P | Fairfield Park..... | 5 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| F V | Fairview f..... | 180 | 14 2 | 13 0 | 15 7 | 22 10 | 31 4 | 49 2 | 65 3 | 82 4 | 109 11 |
| F K | Fernbank f..... | 152 | 11 11 | 11 8 | 14 0 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| F H | Fern Hill..... | 59 | 5 0 | 6 8 | 7 6 | 9 5 | 12 2 | 17 8 | 22 0 | 27 6 | 36 3 |
| F C | Fish Creek f..... | 99 | 8 4 | 9 9 | 10 10 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| F Y | Fitzroy..... | 5 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| F L | Flynn f..... | 106 | 8 9 | 9 3 | 11 1 | 15 5 | 20 1 | 30 3 | 39 1 | 48 5 | 64 1 |
| — | Footscray (see page 78)..... | 4 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| F W | Footscray West..... | 103 | 8 8 | 9 0 | 10 10 | 14 5 | 17 2 | 22 8 | 29 0 | 32 6 | 35 0 |
| F O | Forrest f..... | 107 | 8 11 | 9 3 | 11 1 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| F S | Foster..... | 101 | 9 1 | 9 6 | 11 5 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| F L | Franklin f..... | 26 | 2 7 | 3 6 | 4 2 | 5 0 | 6 1 | 8 10 | 9 11 | 12 8 | 16 4 |
| F N | Frankston..... | 123 | 10 0 | 10 2 | 12 2 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| F M | Fulham f..... | | | | | | | | | | |

* Not including loading or unloading.

† Freights to be prepaid.

GOODS, RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark. | STATIONS. | Miles. | Class M. | Class A.P. | Special A.P. Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|--|--------|----------|------------|--------------------|----------|----------|----------|----------|----------|----------|
| | | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| GAM | Gama † (see page 72) | 253½ | 18 1 | 14 6 | 17 5 | 27 10 | 38 0 | 61 1 | 83 2 | 106 7 | 133 3 |
| GAL | Galacuil † | 257½ | 18 2 | 14 6 | 17 5 | 28 1 | 38 4 | 60 8 | 79 6 | 101 10 | 133 3 |
| GAR | Garfield † | 45½ | 4 0 | 5 3 | 6 4 | 7 9 | 9 5 | 13 9 | 17 1 | 20 11 | 27 10 |
| GAV | Garvoo † | 144½ | 11 4 | 11 4 | 13 7 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| G | Geelong (see pages 67, 70, & 73) | 45 | 3 11 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 7 6 | 10 0 |
| G B D | Gellibrand (see page 142) † | | | | | | | | | | |
| G E L | Gellihondale † | 129½ | 10 4 | 10 6 | 12 7 | 14 4 | 18 9 | 23 1 | 25 9 | 40 0 | 40 0 |
| G M | Gembrook (see page 141) † | | | | | | | | | | |
| G E R | Geranganolet † | 100 | 8 4 | 9 0 | 10 10 | 13 10 | 16 0 | 21 6 | 25 5 | 32 6 | 35 0 |
| G N G | Gerang (see page 71) † | 257 | 18 2 | 14 6 | 17 5 | 28 0 | 38 3 | 57 0 | 69 0 | 87 6 | 106 0 |
| G P | Gheringhap | 51½ | 4 5 | 5 9 | 6 11 | 8 3 | 8 4 | 9 5 | 9 8 | 12 6 | 16 8 |
| G I | Gisborne | 40 | 3 6 | 4 9 | 5 8 | 6 8 | 8 3 | 12 2 | 14 11 | 18 2 | 24 2 |
| G B | Glenalbyn † | 139½ | 11 0 | 11 2 | 13 5 | 18 7 | 24 9 | 29 2 | 50 4 | 64 5 | 84 7 |
| G F | Glenfyne † | 142½ | 11 3 | 11 4 | 13 7 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| G Y | Glenarry | 103½ | 8 8 | 9 0 | 10 10 | 14 4 | 18 9 | 23 1 | 25 9 | 40 0 | 40 0 |
| G L N | Glen Huntly | 7½ | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| G Z | Glenloch | 183 | 13 11 | 12 10 | 15 5 | 22 6 | 29 9 | 45 5 | 64 1 | 80 11 | 107 10 |
| G C | Glenorchy | 184½ | 14 0 | 12 10 | 15 5 | 22 3 | 30 4 | 45 5 | 65 0 | 81 1 | 90 0 |
| G L | Glenrowan | 135½ | 10 9 | 11 2 | 13 5 | 18 2 | 24 3 | 28 6 | 50 1 | 62 2 | 82 2 |
| G N Y | Glenroy | 9 | 2 6 | 2 6 | 3 0 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| G S | Glen Thompson | 189½ | 14 4 | 13 0 | 15 7 | 23 2 | 31 3 | 41 1 | 46 7 | 51 10 | 58 9 |
| G S | Golden Square | 99½ | 8 4 | 9 0 | 10 10 | 14 11 | 19 3 | 23 3 | 30 0 | 45 8 | 60 5 |
| G T | Goldsborough † | 120½ | 10 4 | 10 6 | 12 7 | 17 8 | 23 5 | 28 11 | 44 6 | 55 10 | 72 6 |
| G A | Goorambat | 181½ | 10 6 | 10 10 | 13 0 | 17 10 | 23 8 | 37 6 | 48 5 | 60 6 | 79 9 |
| G O | Goorong | 117½ | 9 7 | 9 10 | 11 10 | 16 6 | 21 0 | 33 7 | 42 1 | 53 11 | 71 4 |
| G D | Gordon | 56½ | 4 10 | 6 3 | 7 6 | 8 10 | 11 7 | 17 1 | 20 11 | 26 5 | 34 5 |
| G K | Goroke † (see pages 71 & 141) | | | | | | | | | | |
| G J | Goyura † | 271½ | 18 6 | 14 10 | 17 10 | 20 0 | 39 8 | 62 9 | 83 4 | 107 0 | 141 6 |
| — | Graham-street (see Port Melbourne) | | | | | | | | | | |
| G R | Grassdale † | 245 | 18 0 | 14 4 | 17 2 | 22 2 | 25 5 | 31 2 | 37 6 | 40 0 | 42 6 |
| G S C | Great Southern Consols | 166½ | 12 10 | 12 2 | 14 7 | 21 0 | 25 7 | 45 0 | 59 9 | 75 0 | 99 6 |
| — | Siding † | | | | | | | | | | |
| G W | Great Western | 164 | 12 8 | 12 0 | 14 6 | 20 9 | 27 6 | 39 4 | 47 3 | 59 9 | 77 4 |
| G X | Gredgwin † | 181 | 13 9 | 12 10 | 15 5 | 22 4 | 30 6 | 48 1 | 63 7 | 80 2 | 106 10 |
| G H L | Green Hill † | 6½ | 5 5 | 6 6 | 7 10 | 9 11 | 13 3 | 19 3 | 23 8 | 29 9 | 39 3 |
| G R B | Greensborough † (see page 141) | | | | | | | | | | |
| G V | Green Vale † | 184 | 14 0 | 12 10 | 15 5 | 22 7 | 30 3 | 42 2 | 48 3 | 54 0 | 61 9 |
| G Q | Gritzjurt † | 238 | 17 4 | 14 2 | 17 0 | 22 2 | 25 5 | 31 2 | 37 6 | 40 0 | 42 6 |
| G U | Guildford | 84½ | 7 1 | 8 0 | 9 7 | 12 8 | 16 6 | 24 9 | 31 5 | 39 1 | 51 4 |
| G N | Gymbowen † (see page 141) | | | | | | | | | | |
| H N | Haddon † | 106½ | 8 10 | 9 3 | 11 1 | 14 11 | 18 3 | 23 11 | 26 11 | 33 4 | 42 11 |
| H R | Hallam † | 22½ | 2 6 | 3 0 | 3 7 | 4 5 | 5 6 | 7 0 | 8 3 | 10 6 | 13 11 |
| H | Hamilton | 219½ | 16 4 | 13 10 | 16 7 | 22 2 | 25 6 | 31 2 | 35 0 | 37 6 | 40 0 |
| H T | Harcourt | 82½ | 6 1 | 8 0 | 9 7 | 12 8 | 16 6 | 24 9 | 31 5 | 39 1 | 51 4 |
| H S | Hastings † | 39½ | 3 6 | 4 9 | 5 8 | 6 8 | 8 3 | 12 2 | 13 10 | 16 11 | 18 6 |
| H A T | Hattah † (see page 72) | 310 | 19 3 | 15 4 | 18 5 | 21 8 | 43 3 | 66 3 | 74 0 | 87 6 | 104 6 |
| H K | Havelock † | 113 | 9 7 | 9 10 | 11 10 | 16 6 | 21 0 | 33 7 | 42 1 | 53 11 | 71 4 |
| H W | Hawesdale † | 189½ | 14 4 | 13 0 | 15 7 | 23 2 | 31 3 | 41 1 | 46 7 | 51 10 | 58 9 |
| H A | Hawthorn | 8½ | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| H Z | Hazelwood † | 92½ | 7 9 | 8 6 | 10 2 | 13 9 | 18 2 | 27 0 | 34 2 | 40 0 | 40 0 |
| H E | Healesville | 38½ | 3 6 | 4 0 | 5 5 | 6 8 | 8 3 | 12 2 | 14 4 | 18 2 | 23 7 |
| H C | Heathcote | 73½ | 6 2 | 7 3 | 8 8 | 11 7 | 14 11 | 21 6 | 27 0 | 34 2 | 44 9 |
| H F | Hedley † | 123½ | 10 0 | 10 2 | 12 2 | 14 4 | 18 9 | 23 1 | 25 9 | 40 0 | 40 0 |
| H B | Heidelberg | 8 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| H J | Henty † | 253½ | 18 3 | 14 6 | 17 5 | 22 2 | 25 5 | 31 2 | 37 6 | 40 0 | 42 6 |
| H D | Heyfield | 120½ | 9 9 | 10 2 | 12 2 | 14 4 | 18 9 | 23 1 | 25 9 | 40 0 | 40 0 |
| H Q | Heywood | 257½ | 18 2 | 14 6 | 17 5 | 22 2 | 25 5 | 31 2 | 37 6 | 40 0 | 42 6 |
| H C P | High Camp † | 51½ | 4 5 | 5 9 | 6 11 | 8 3 | 10 6 | 15 5 | 19 3 | 22 8 | 31 5 |
| H T | Highbett | 11½ | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 4 5 | 5 6 | 7 3 |
| H X | Hillside † (see page 84) | 102½ | 8 7 | 10 0 | 10 10 | 14 4 | 18 9 | 23 1 | 25 9 | 40 0 | 40 0 |
| H G | Hoddle Range † | 123½ | 10 0 | 10 2 | 12 2 | 14 4 | 18 9 | 23 1 | 25 9 | 40 0 | 40 0 |
| H U | Homebush † | 123½ | 10 0 | 10 2 | 12 2 | 14 4 | 18 9 | 23 1 | 25 9 | 40 0 | 40 0 |
| H O | Homewood † | 74½ | 6 3 | 7 6 | 9 0 | 11 7 | 14 11 | 22 0 | 27 6 | 34 8 | 45 4 |
| H P | Hopetoun | 277 | 18 7 | 14 10 | 17 10 | 20 4 | 40 1 | 63 2 | 84 8 | 108 10 | 144 1 |
| H M | Horsham (see page 71) | 225½ | 16 9 | 14 0 | 16 10 | 25 11 | 35 5 | 63 10 | 69 8 | 87 9 | 114 10 |
| H Y | Huntly † | 108 | 8 11 | 9 3 | 11 1 | 15 7 | 20 5 | 30 10 | 39 8 | 49 6 | 65 3 |
| H L | Huon † | 201½ | 15 2 | 13 8 | 16 5 | 24 3 | 33 3 | 51 11 | 69 4 | 87 10 | 117 9 |
| I A | Illowa | 172 | 13 2 | 12 6 | 15 0 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| — | Ingham (see page 78) | | | | | | | | | | |
| I | Inglewood | 130½ | 10 5 | 10 10 | 13 0 | 17 9 | 23 7 | 37 5 | 47 0 | 60 0 | 79 2 |
| I N | Inglisdon | 45 | 3 11 | 5 0 | 6 0 | 7 2 | 9 5 | 13 9 | 16 6 | 20 11 | 27 2 |
| I R | Irewarra | 92 | 7 8 | 8 6 | 10 2 | 11 3 | 13 6 | 18 5 | 21 9 | 26 8 | 33 10 |
| I R Y | Irymple (see page 72) † | 347½ | 20 0 | 16 0 | 19 2 | 34 3 | 43 6 | 62 6 | 67 6 | 87 0 | 114 10 |
| I Y | Ivanhoe † | 6½ | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| — | Jackson † | 202½ | 15 3 | | | | | | | | |
| J E | Jeecho | 61½ | 5 2 | 6 0 | 7 10 | 9 11 | 12 8 | 18 2 | 22 7 | 28 8 | 37 6 |

* Not including loading or unloading

† Freight to be prepaid.

GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark. | STATIONS. | Miles. | Class M. | Class A.P. | Special Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|---------------------------------|--------|----------|------------|---------------|----------|----------|----------|----------|----------|----------|
| J P | Jeparit (see page 71) | 269† | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| J C | Joyce's Creek † | 95† | 18 5 | 14 8 | 17 7 | 23 11 | 39 5 | 62 7 | 81 9 | 100 6 | 123 11 |
| J | Jumbunna | 73 | 8 0 | 8 9 | 10 6 | 14 4 | 18 9 | 27 6 | 35 3 | 44 0 | 55 6 |
| J G | Jung | 21† | 6 1 | 7 3 | 8 8 | 11 0 | 14 4 | 21 6 | 27 0 | 33 7 | 40 0 |
| | | | 16 0 | 13 10 | 16 7 | 25 1 | 31 4 | 52 7 | 67 0 | 83 3 | 108 7 |
| K A | Kaneira † | 217 | 16 2 | 13 10 | 16 7 | 25 3 | 34 7 | 54 8 | 73 6 | 93 4 | 125 7 |
| K A N | Kangaroo | 97† | 8 2 | 8 9 | 10 6 | 14 11 | 19 3 | 28 1 | 35 9 | 45 2 | 59 3 |
| K X | Kaniva (see page 71) | 204† | 19 0 | 15 2 | 18 2 | 30 8 | 41 9 | 54 1 | 70 6 | 103 0 | 125 4 |
| K B | Kanunbra † | 101† | 8 6 | 9 0 | 10 10 | 15 1 | 19 7 | 29 2 | 37 5 | 46 9 | 61 8 |
| K C | Kardella † | 71† | 6 0 | 7 3 | 8 8 | 11 0 | 14 4 | 20 11 | 26 5 | 33 0 | 40 0 |
| K Y E | Karyrie † | 230† | 16 5 | 14 0 | 16 10 | 25 6 | 35 6 | 55 5 | 74 7 | 91 10 | 127 8 |
| K T | Katamatite | 146† | 11 6 | 11 6 | 13 10 | 19 2 | 25 10 | 41 10 | 53 11 | 67 8 | 85 10 |
| K F | Katunga † | 139† | 11 0 | 11 2 | 13 5 | 18 7 | 24 9 | 39 8 | 51 2 | 64 5 | 84 7 |
| K Y L | Katyli † | 253† | 18 1 | 14 6 | 17 5 | 27 10 | 38 0 | 60 0 | 78 6 | 94 0 | 116 6 |
| K A W | Kawarren (see page 142) † | 101† | 8 6 | | | | | | | | |
| | Kearney's Siding | 234† | 17 4 | 14 2 | 17 0 | 26 6 | 36 3 | 56 5 | 73 2 | 93 2 | 121 3 |
| K H | Kellalac † | 179† | 13 8 | 12 8 | 15 2 | 22 3 | 30 3 | 47 11 | 63 3 | 79 9 | 106 4 |
| K G | Kerang (see page 78) | 68† | 5 9 | 6 9 | 8 1 | 10 6 | 13 9 | 20 5 | 25 4 | 31 11 | 41 8 |
| K D | Kerrisdale † | 42 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| K W | Kew | 202† | 18 3 | 14 3 | 17 7 | 28 4 | 38 9 | 55 6 | 72 9 | 84 1 | 104 0 |
| K I | Kiata (see page 71) | 34† | 3 2 | 4 3 | 5 1 | 6 1 | 7 9 | 11 0 | 12 8 | 16 0 | 21 2 |
| K I L | Killara † | 42† | 3 0 | 6 0 | 6 0 | 7 2 | 8 10 | 13 3 | 16 0 | 19 10 | 26 0 |
| K R | Kilmore | 39† | 3 6 | 4 9 | 5 8 | 6 8 | 8 3 | 12 2 | 14 11 | 18 2 | 24 2 |
| K E | Kilmore East | 94 | 7 10 | 8 6 | 10 2 | 14 4 | 18 2 | 26 2 | 29 8 | 37 2 | 47 0 |
| K J | Kingston | 224† | 16 8 | 14 0 | 16 10 | 25 10 | 35 4 | 56 2 | 75 8 | 96 3 | 129 9 |
| K B A | Kinnabulla † | 179† | 13 5 | 12 8 | 15 2 | 22 3 | 30 3 | 47 11 | 63 3 | 79 9 | 106 4 |
| K L | Kirkstall † | 179† | 13 5 | 12 8 | 15 2 | 22 3 | 30 3 | 47 11 | 63 3 | 79 9 | 106 4 |
| K N | Koonsway | 83 | 6 11 | 8 0 | 9 7 | 12 8 | 16 6 | 24 3 | 30 3 | 38 0 | 50 2 |
| K U | Koonwarra † | 41 | 3 7 | 4 9 | 5 8 | 6 8 | 8 10 | 12 8 | 14 11 | 18 9 | 24 9 |
| K P | Koo-wee-rup | 27† | 3 5 | 4 6 | 5 5 | 6 8 | 8 3 | 11 7 | 13 9 | 17 8 | 23 6 |
| K W P | Koo-wee-rup West † | 151 | 11 9 | 11 8 | 14 0 | 19 7 | 26 4 | 42 7 | 54 9 | 69 4 | 91 2 |
| K V | Korong Vale | 175† | 13 5 | 12 8 | 15 2 | 22 3 | 30 3 | 47 11 | 63 3 | 79 9 | 106 4 |
| K S | Koroit | 68† | 5 9 | 6 9 | 8 1 | 10 6 | 13 9 | 20 5 | 25 4 | 31 11 | 41 8 |
| K M | Korumburra | 134† | 10 8 | 10 10 | 13 0 | 18 1 | 24 2 | 38 6 | 48 8 | 62 2 | 81 7 |
| K Q | Koyuga † | 134† | 10 8 | 10 10 | 13 0 | 18 1 | 24 2 | 38 6 | 48 8 | 62 2 | 81 7 |
| K Z | Kurling † | 123† | 10 0 | 10 2 | 12 2 | 17 1 | 22 7 | 35 3 | 45 8 | 56 8 | 74 11 |
| K | Kyabram | 56† | 4 10 | 6 3 | 7 6 | 8 10 | 11 7 | 17 1 | 20 11 | 26 5 | 31 5 |
| K Y | Kyneton | 247† | 18 0 | 14 4 | 17 2 | 27 4 | 37 5 | 58 1 | 76 9 | 98 2 | 129 0 |
| L A H | Lah † | 205 | 15 4 | 13 8 | 16 5 | 24 5 | 33 6 | 52 6 | 70 2 | 88 11 | 119 4 |
| L B | Lake Boga † | 187 | 14 2 | 13 0 | 15 7 | 22 10 | 31 4 | 49 2 | 65 3 | 82 3 | 107 7 |
| L B K | Lake Buloke † | 190† | 14 5 | 13 2 | 15 10 | 23 3 | 31 10 | 49 11 | 66 4 | 83 10 | 112 0 |
| L C | Lake Charin † | 205† | 15 5 | 13 8 | 16 5 | 24 5 | 33 7 | 52 8 | 70 5 | 89 4 | 119 10 |
| L B T | Lalbert † | 83† | 7 0 | 8 0 | 9 7 | 11 7 | 13 10 | 18 3 | 21 0 | 27 4 | 36 0 |
| L A L | Lal Lal | 45† | 4 0 | 5 3 | 6 4 | 7 9 | 9 5 | 13 9 | 17 1 | 20 11 | 27 10 |
| L D | Lancefield | 31† | 2 11 | 3 9 | 4 6 | 5 6 | 7 2 | 9 11 | 11 7 | 14 11 | 19 4 |
| L J N | Lancefield Junction | 47† | 4 2 | 5 3 | 6 4 | 7 9 | 9 11 | 14 4 | 17 8 | 22 0 | 29 0 |
| L N G | Lang Lang | 20† | 2 0 | 3 0 | 4 2 | 5 6 | 6 8 | 9 5 | 11 0 | 13 0 | 18 2 |
| L Q N | Langwarrin † | 35† | 3 3 | 4 3 | 5 1 | 6 1 | 7 9 | 10 10 | 13 0 | 16 0 | 21 0 |
| L V | Lara | 100† | 8 5 | 9 0 | 10 10 | 13 10 | 16 7 | 21 6 | 25 5 | 31 1 | 35 0 |
| L P | Larport | 245 | 18 0 | 14 4 | 17 2 | 27 4 | 37 5 | 58 0 | 76 9 | 98 2 | 129 0 |
| L A S | Lascelles † | 41 | 3 7 | 4 9 | 5 8 | 6 8 | 8 10 | 12 8 | 14 11 | 18 9 | 24 9 |
| L A P | Launching Place † | 132† | 10 7 | 10 10 | 13 0 | 17 11 | 23 10 | 38 0 | 45 8 | 57 6 | 74 4 |
| L A U | Laurie † | 11† | 9 1 | 9 6 | 11 5 | 14 11 | 18 9 | 25 0 | 28 0 | 35 6 | 45 4 |
| L A V | Laverton | 117† | 9 7 | 9 10 | 11 10 | 16 6 | 21 9 | 33 7 | 42 1 | 53 11 | 71 4 |
| L M | Learmonth | 82† | 6 11 | 8 0 | 9 7 | 12 8 | 16 6 | 24 3 | 30 3 | 38 0 | 50 2 |
| L K | Leichardt † | 78 | 6 6 | 7 9 | 9 4 | 12 2 | 15 5 | 22 7 | 28 8 | 35 9 | 40 0 |
| L H | Leonard | 52 | 4 5 | 5 9 | 5 11 | 6 1 | 6 8 | 7 9 | 10 3 | 14 8 | |
| L G | Leongatha | 26 | 3 3 | | | | | | | | |
| L E O | Leopold † | 61† | 5 2 | 6 6 | 7 10 | 8 11 | 10 0 | 12 2 | 12 9 | 17 5 | 22 8 |
| L S | Leslie † | 64 | 5 4 | 6 6 | 7 10 | 8 11 | 10 0 | 12 2 | 12 9 | 17 5 | 22 8 |
| L E G | Lethbridge | 165 | 12 8 | 12 0 | 14 5 | 20 10 | 28 3 | 45 2 | 59 2 | 74 3 | 98 5 |
| L I L | Lillico † | 23† | 2 6 | 3 3 | 4 5 | 5 6 | 7 0 | 8 10 | 11 0 | 14 0 | 18 6 |
| L J | Lillimur (see page 71) † | 150 | 12 4 | 11 10 | 14 2 | 14 4 | 18 9 | 23 1 | 35 9 | 40 0 | 40 0 |
| L T | Lilput † | 121† | 9 10 | 10 2 | 12 2 | 16 0 | 20 5 | 27 0 | 31 11 | 39 11 | 51 4 |
| L | Lilydale | 191† | 14 6 | 13 2 | 15 10 | 23 4 | 31 11 | 50 1 | 66 7 | 84 2 | 110 7 |
| L W | Lindenow (see page 84) | 20† | 2 9 | 3 6 | 4 2 | 5 6 | 6 8 | 9 5 | 11 0 | 12 0 | 14 6 |
| L N | Linton | 132† | 11 0 | 11 2 | 13 5 | 18 6 | 24 8 | 39 8 | 47 10 | 60 3 | 77 11 |
| L F | Litchfield † | 79† | 6 8 | 7 9 | 9 4 | 12 2 | 16 0 | 25 2 | 29 2 | 36 11 | 48 4 |
| L R | Little River | 55† | 5 0 | 6 3 | 7 6 | 9 5 | 12 2 | 17 8 | 21 6 | 27 0 | 35 8 |
| L N Y | Llanelli † | 152† | 11 11 | 11 8 | 14 0 | 19 9 | 26 7 | 42 11 | 55 10 | 69 11 | 92 3 |
| L O X | Locksley | 93 | 7 9 | 8 6 | 10 2 | 13 9 | 18 2 | 27 0 | 34 2 | 42 11 | 56 2 |
| L A | Loddon (see page 79) | | | | | | | | | | |
| L O N | Londrigant | | | | | | | | | | |
| L E A | Longleaf | | | | | | | | | | |

* Not including loading or unloading.

† Freights to be prepaid.

GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark. | STATIONS. | Miles. | Class M. | Class A.P. | Special A.P. Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|--------------------------------|--------|-------------|---------------|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| L Y | Longwarry | 51 | 4 4 | 8 0 | 6 11 | 8 3 | 10 6 | 15 5 | 18 9 | 23 8 | 30 10 |
| L O | Longwood | 84½ | 7 1 | 5 9 | 2 7 | 12 8 | 16 6 | 24 9 | 31 5 | 39 1 | 51 4 |
| L X | Lower Ferntree Gully † .. | 21½ | 2 6 | 3 0 | 3 7 | 4 5 | 5 0 | 7 2 | 8 8 | 9 11 | 13 4 |
| L Z | Loy Yang † | 101 | 8 5 | 9 0 | 10 10 | 14 4 | 18 9 | 23 1 | 35 9 | 40 0 | 40 0 |
| L U | Lubeck | 107½ | 14 11 | 13 4 | 16 0 | 23 10 | 32 2 | 48 8 | 59 5 | 74 7 | 97 3 |
| L Q | Lyonsville | 67½ | 5 8 | 6 9 | 8 1 | 10 6 | 13 9 | 19 10 | 24 9 | 31 5 | 41 1 |
| L Y N | Lyndhurst † | 23 | 2 6 | 3 0 | 3 7 | 4 5 | 5 6 | 7 9 | 8 3 | 10 6 | 13 11 |
| McD | MacDougal (see page 77) .. | 48 | 4 2 | 5 3 | 6 4 | 7 9 | 9 11 | 14 4 | 17 8 | 22 0 | 29 0 |
| MDN | Macedon | 43½ | 3 10 | 5 0 | 6 0 | 7 2 | 9 5 | 13 3 | 16 0 | 20 5 | 26 7 |
| MA | Macorna | 165 | 12 8 | 12 0 | 14 5 | 20 10 | 28 3 | 45 2 | 59 2 | 71 3 | 98 5 |
| MF | Maffra | 131½ | 10 6 | 10 10 | 13 0 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| ML | Maindample † | 122½ | 9 11 | 10 2 | 12 2 | 17 0 | 22 6 | 35 3 | 45 2 | 54 8 | 74 4 |
| MN | Maldon | 89½ | 7 6 | 8 3 | 9 11 | 13 9 | 17 8 | 23 11 | 33 0 | 41 3 | 54 5 |
| MY | Mahesbury | 63½ | 5 4 | 6 6 | 7 10 | 9 11 | 12 8 | 18 9 | 23 8 | 29 2 | 38 8 |
| MAL | Malvern | 54 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| MGR | Mangalore | 67½ | 5 8 | 6 9 | 8 1 | 10 6 | 13 9 | 19 10 | 24 9 | 31 5 | 41 1 |
| MAN | Mannering † | 61 | 5 1 | 6 3 | 7 6 | 8 4 | 8 11 | 10 6 | 11 1 | 14 8 | 19 8 |
| MD | Mansfield | 131½ | 10 6 | 10 10 | 13 0 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| MG | Marong | 112½ | 9 3 | 9 6 | 11 5 | 16 1 | 21 1 | 32 6 | 40 5 | 51 9 | 68 3 |
| MAR | Maroona | 109½ | 12 10 | 12 2 | 14 7 | 21 0 | 27 10 | 39 11 | 48 5 | 60 3 | 72 8 |
| M | Maryborough | 119 | 9 2 | 9 6 | 11 5 | 16 0 | 20 11 | 31 11 | 38 0 | 48 2 | 62 3 |
| MSY | Massey † | 197 | 14 10 | 13 4 | 16 0 | 23 9 | 32 8 | 51 0 | 68 0 | 86 0 | 113 7 |
| MET | Meathian † | 213 | 15 11 | 13 10 | 16 7 | 25 0 | 34 3 | 53 11 | 72 4 | 91 11 | 123 6 |
| MEY | Meenyan † | 88 | 7 4 | 8 3 | 9 11 | 13 3 | 17 1 | 25 4 | 32 6 | 40 0 | 40 0 |
| ME | Melbourne | — | — | — | — | — | — | — | — | — | — |
| MEN | Melton | 23 | 2 6 | 3 0 | 3 7 | 4 5 | 5 6 | 7 9 | 8 3 | 10 6 | 13 11 |
| MH | Mercedith | 144 | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 6 | 5 6 | 7 2 | 9 1 |
| MER | Merrigum | 70½ | 5 11 | 7 0 | 8 5 | 10 6 | 11 8 | 14 5 | 16 0 | 21 3 | 28 2 |
| MNO | Merino | 117½ | 9 7 | 9 10 | 11 10 | 16 6 | 21 9 | 33 7 | 43 6 | 53 11 | 71 4 |
| MTN | Merton † | 253½ | 18 1 | 14 6 | 17 5 | 22 2 | 25 5 | 31 2 | 37 6 | 40 0 | 42 6 |
| MID | Middle Brighton | 108½ | 9 9 | 9 3 | 11 1 | 15 9 | 20 7 | 31 5 | 40 2 | 50 1 | 65 10 |
| MRN | Middle Creek | 105 | 8 8 | 9 3 | 11 1 | 14 4 | 17 8 | 23 4 | 29 4 | 32 9 | 42 3 |
| MCK | Middle Footscray | 9 | 2 6 | 2 6 | 3 0 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| MFY | Middle Northcote | 135 | 10 8 | 10 10 | 13 0 | 18 1 | 23 2 | 31 8 | 36 10 | 46 6 | 59 10 |
| MDA | Mildura (see page 72) | 31 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| ML | Millbrook | 64 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| MLN | Milltown | 59 | 3 0 | 3 3 | 7 6 | 9 5 | 12 2 | 17 8 | 21 6 | 27 0 | 35 8 |
| MC | Mincha † | 220 | 18 0 | 14 4 | 17 2 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| MII | Minhamite † | 159 | 12 4 | 11 10 | 14 2 | 20 4 | 27 5 | 44 0 | 57 6 | 72 1 | 95 4 |
| MI | Minyip | 190½ | 14 10 | 13 4 | 16 0 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| MV | Miram (see page 71) † | 220½ | 10 5 | 14 0 | 16 10 | 25 6 | 35 0 | 53 11 | 69 2 | 86 7 | 112 9 |
| MCH | Mitcham | 288½ | 18 10 | 15 0 | 18 0 | 30 2 | 41 2 | 52 9 | 77 2 | 99 9 | 129 6 |
| MIT | Mitiamo | 134 | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 0 | 5 0 | 6 8 | 8 6 |
| MLK | Mitre Lake † (see page 141) .. | 142½ | 11 3 | 11 4 | 13 7 | 18 10 | 25 3 | 40 9 | 51 5 | 65 6 | 86 5 |
| MO | Moe | 80 | 6 8 | 7 0 | 9 4 | 12 2 | 16 0 | 23 2 | 29 2 | 36 11 | 40 0 |
| MOL | Mologa | 146½ | 11 6 | 11 6 | 13 10 | 19 2 | 25 10 | 41 10 | 53 1 | 67 8 | 88 10 |
| MWH | Molesworth † | 90½ | 7 7 | 8 6 | 10 2 | 13 9 | 17 8 | 26 3 | 33 7 | 41 10 | 55 0 |
| MEA | Moena † | 76 | 6 4 | 7 6 | 9 0 | 11 7 | 14 11 | 22 0 | 28 1 | 34 8 | 45 11 |
| MON | Monegotta † | 204 | 3 4 | 4 6 | 5 5 | 6 1 | 7 9 | 11 7 | 13 9 | 17 1 | 22 4 |
| MOU | Monomeith † | 43 | 3 9 | 5 0 | 6 0 | 7 2 | 8 6 | 13 3 | 16 0 | 19 10 | 26 0 |
| MLT | Moorort (see page 77) | 100½ | 8 5 | 9 0 | 10 10 | 15 0 | 19 6 | 29 2 | 36 11 | 46 3 | 61 0 |
| MBL | Moorabool † | 47½ | 4 2 | 5 3 | 5 11 | 6 1 | 6 1 | 6 8 | 7 9 | 10 3 | 14 2 |
| MDC | Moorooduc † | 34½ | 3 2 | 4 3 | 5 1 | 6 1 | 7 9 | 11 0 | 12 8 | 16 0 | 18 6 |
| MBK | Mooroodlak † | 20½ | 2 6 | 3 0 | 3 7 | 4 11 | 5 0 | 7 2 | 7 9 | 9 11 | 12 8 |
| MP | Mooroopna | 109½ | 9 0 | 9 6 | 11 5 | 15 10 | 20 8 | 31 5 | 40 2 | 50 8 | 66 6 |
| MOR | Morand † | 50 | 4 3 | 5 6 | 6 7 | 8 3 | 10 6 | 14 11 | 18 2 | 23 2 | 30 3 |
| MX | Mordialloc | 104 | 2 6 | 2 9 | 3 4 | 3 4 | 4 5 | 6 1 | 6 1 | 7 9 | 10 3 |
| MOL | Moreland | 54 | 2 0 | 2 6 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| MRC | Moriac | 60½ | 5 1 | 6 8 | 7 6 | 8 4 | 8 11 | 10 6 | 11 1 | 14 8 | 19 8 |
| MJ | Mornington Junction | 314 | 2 11 | 3 3 | 4 6 | 5 6 | 7 2 | 9 11 | 11 7 | 14 11 | 18 6 |
| MQ | Mornington | 30 | 3 6 | 4 6 | 5 5 | 6 8 | 8 3 | 10 0 | 10 0 | 12 6 | 12 6 |
| MT | Mortlake | 150½ | 11 9 | 11 8 | 14 0 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| MPN | Morton Plains † | 207½ | 15 7 | 13 8 | 16 5 | 21 7 | 33 9 | 53 0 | 71 0 | 90 1 | 119 8 |
| MZ | Morwell | 88½ | 7 5 | 8 3 | 9 11 | 13 3 | 17 8 | 25 11 | 32 6 | 40 0 | 40 0 |
| MTC | Mount Clear † | 100½ | 8 5 | 9 0 | 10 10 | 12 3 | 15 8 | 21 2 | 24 2 | 30 7 | 39 3 |
| MHU | Moschu (see page 141) | — | — | — | — | — | — | — | — | — | — |
| MOY | Moyn † | 131½ | 13 10 | 12 10 | 15 5 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| MUK | Muckleford † | 84½ | 7 1 | 8 0 | 9 7 | 12 8 | 16 6 | 24 9 | 31 5 | 39 1 | 51 4 |
| MRO | Muro † | 144 | 11 4 | 11 4 | 13 7 | 18 4 | 23 1 | 35 9 | 40 0 | 40 0 | 40 0 |

* Not including loading or unloading

† Freights to be prepaid.

GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark. | STATIONS. | Miles. | Class M. | Class A.P. | Special A.P. Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|--------------------------|--------|----------|------------|--------------------|----------|----------|----------|----------|----------|----------|
| M U | Murchison † | 93 | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| M U E | Murchison East | 91 | 7 9 | 8 6 | 10 2 | 13 9 | 18 2 | 27 0 | 34 2 | 42 11 | 56 2 |
| M U R | Murroon † | 95 | 8 0 | 8 9 | 10 6 | 13 3 | 18 2 | 26 5 | 33 7 | 42 5 | 55 7 |
| M U B | Murrumbidgee | 8 | 2 3 | 2 3 | 2 3 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| M R | Murtoa | 297 | 15 7 | 13 9 | 16 6 | 24 7 | 33 9 | 51 0 | 64 9 | 80 6 | 104 11 |
| M S K | Musk Creek † | 72 | 6 1 | 7 3 | 8 8 | 11 0 | 14 4 | 21 6 | 27 0 | 33 7 | 44 1 |
| M Y N | Myamyn † | 246 | 18 0 | 14 4 | 17 2 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| M L | Myrtleford | 177 | 13 7 | 12 8 | 15 2 | 22 0 | 30 0 | 47 6 | 62 9 | 79 1 | 105 3 |
| M S | Mysia | 160 | 12 5 | 12 0 | 14 5 | 20 6 | 27 9 | 44 5 | 58 0 | 72 10 | 96 5 |
| M K | Mystic Park † | 106 | 14 10 | 13 4 | 16 0 | 23 9 | 32 8 | 51 0 | 68 0 | 86 0 | 116 2 |
| N A | Nagambie | 78 | 6 7 | 7 9 | 9 4 | 12 2 | 15 5 | 23 2 | 29 2 | 36 4 | 47 9 |
| N G | Nar-Nar-Goon | 39 | 3 6 | 4 9 | 5 8 | 6 8 | 8 3 | 12 2 | 14 11 | 18 2 | 24 2 |
| N G | Naroghid † | 131 | 10 6 | 10 10 | 13 0 | 17 2 | 20 6 | 26 2 | 30 0 | 32 6 | 35 6 |
| N R | Narracan † | 87 | 7 4 | 8 3 | 9 11 | 13 3 | 17 1 | 25 4 | 32 0 | 40 0 | 49 0 |
| N W | Narre Warren | 24 | 2 6 | 3 2 | 3 11 | 4 5 | 5 6 | 8 3 | 9 5 | 11 7 | 15 1 |
| N H | Nathalia | 147 | 11 7 | 11 6 | 13 10 | 19 3 | 25 11 | 41 10 | 54 6 | 67 8 | 89 5 |
| N T | Natimuk † (see page 111) | 214 | 17 10 | 14 4 | 17 2 | 27 0 | 36 11 | 57 9 | 76 11 | 95 11 | 124 10 |
| N S | Neerim South | 74 | 6 8 | 7 0 | 9 0 | 11 7 | 14 11 | 22 0 | 27 6 | 34 8 | 40 0 |
| N Z | Newlyn | 90 | 7 7 | 8 6 | 10 2 | 13 9 | 17 8 | 26 5 | 30 9 | 38 3 | 49 7 |
| N E W | Newmarket | 24 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| N P | Newport (see page 79) | 65 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| N D | Newstead | 92 | 7 9 | 8 6 | 10 2 | 13 9 | 18 2 | 27 0 | 34 2 | 42 11 | 56 2 |
| N E | Newtown | 115 | 9 5 | 9 10 | 11 10 | 15 6 | 19 4 | 26 2 | 29 8 | 37 2 | 47 9 |
| N | Nhill (see page 71) | 270 | 18 6 | 14 10 | 17 10 | 29 0 | 39 7 | 53 0 | 68 10 | 89 0 | 105 1 |
| N I | Nooramunga † | 134 | 10 8 | 10 10 | 13 0 | 18 0 | 24 0 | 38 0 | 49 0 | 61 8 | 81 0 |
| N X | Noradjuha † | 246 | 18 0 | 14 4 | 17 2 | 27 3 | 37 3 | 58 6 | 76 2 | 97 5 | 127 11 |
| N B | North Brighton | 74 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| N J | North Carlton | 41 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| N O | North Creswick | 90 | 8 4 | 9 0 | 10 10 | 14 11 | 18 3 | 23 11 | 27 6 | 34 5 | 44 1 |
| N F | North Fitzroy | 41 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| N O | North Geelong | 43 | 3 9 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 5 0 | 7 6 | 10 0 |
| N M | North Melbourne | 103 | 9 0 | 9 3 | 11 1 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 49 0 |
| N Q | North Monegeetta † | 38 | 3 6 | 4 6 | 5 5 | 6 8 | 8 3 | 12 2 | 14 4 | 18 2 | 23 7 |
| N W | North Williamstown | 73 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| N L | Nullan † | 225 | 16 8 | 14 0 | 16 10 | 25 10 | 35 4 | 54 7 | 70 5 | 88 9 | 116 2 |
| N U | Nullawit † | 209 | 15 0 | 13 8 | 16 5 | 24 7 | 33 8 | 52 10 | 70 9 | 89 8 | 120 4 |
| N K | Numurkah | 133 | 10 8 | 10 10 | 13 0 | 18 0 | 24 0 | 38 0 | 49 0 | 61 8 | 81 0 |
| N Y | Nyora | 55 | 4 9 | 6 3 | 7 6 | 8 10 | 11 7 | 16 6 | 20 5 | 25 11 | 33 10 |
| O A | Oakleigh | 91 | 2 6 | 2 6 | 3 0 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| O K | Oakvale † | 155 | 14 1 | 13 0 | 15 7 | 22 9 | 31 1 | 49 0 | 64 11 | 82 0 | 109 5 |
| O F | Officer † | 30 | 2 10 | 3 9 | 4 6 | 5 6 | 6 8 | 9 11 | 11 7 | 14 4 | 18 9 |
| O L | Olinda Vale † | 27 | 2 8 | 3 6 | 4 2 | 5 0 | 6 1 | 8 10 | 10 6 | 12 8 | 16 11 |
| O N | Ondit † | 90 | 5 1 | 5 9 | 10 6 | 11 10 | 14 7 | 19 6 | 23 5 | 28 11 | 35 0 |
| O R | Ormond | 8 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| O U | Outtrim | 75 | 6 4 | 7 0 | 9 0 | 11 7 | 14 11 | 22 0 | 28 1 | 34 8 | 40 0 |
| O Y | Ouyen † (see page 72) | 285 | 18 10 | 15 0 | 18 0 | 30 2 | 41 2 | 64 4 | 82 0 | 97 6 | 117 6 |
| O X | Oxley (see page 141) † | | | | | | | | | | |
| P K | Pakenham | 35 | 3 2 | 4 3 | 5 1 | 6 1 | 7 9 | 11 0 | 12 8 | 16 0 | 21 2 |
| P W | Palmswick † | 130 | 10 4 | 10 6 | 12 7 | 17 8 | 23 5 | 36 11 | 45 1 | 56 5 | 73 1 |
| P X | Palmerston † | 173 | 13 4 | 12 6 | 15 0 | 21 8 | 29 0 | 46 9 | 61 8 | 77 7 | 103 2 |
| P N | Parwan | 29 | 2 9 | 3 6 | 4 2 | 5 6 | 6 8 | 9 5 | 11 0 | 13 0 | 16 11 |
| P V | Pannure | 150 | 11 9 | 11 8 | 14 0 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| P R | Pennyroyal † | 93 | 7 9 | 8 6 | 10 2 | 13 9 | 18 2 | 27 0 | 34 2 | 42 11 | 56 2 |
| P T | Penshurst | 208 | 15 8 | 13 8 | 16 5 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| P | Pettavel † | 50 | 4 10 | | | | | | | | |
| P I | Picola | 154 | 12 0 | 11 8 | 14 0 | 19 10 | 26 9 | 43 1 | 56 2 | 70 3 | 92 9 |
| P O | Pimpinio | 235 | 17 5 | 14 2 | 17 0 | 26 6 | 36 4 | 56 8 | 73 5 | 93 0 | 116 0 |
| P L | Pine Lodge † | 120 | 9 9 | 10 2 | 12 2 | 16 10 | 22 3 | 34 8 | 44 7 | 55 7 | 73 1 |
| P Y | Pirron Yallock | 104 | 8 8 | 9 3 | 11 1 | 14 0 | 16 10 | 22 8 | 25 7 | 31 1 | 35 0 |
| P B | Pomborneit | 113 | 9 4 | 9 6 | 11 5 | 15 2 | 17 11 | 25 1 | 28 11 | 32 6 | 35 0 |
| P U | Forepunkah † | 192 | 14 7 | 13 2 | 15 10 | 23 5 | 32 1 | 50 3 | 66 10 | 84 7 | 113 1 |
| P | Portland (see page 80) | 273 | 15 6 | 14 10 | 17 10 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| P A | Port Albert | 136 | 10 10 | 11 2 | 13 5 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 49 0 |
| P F | Port Fairy (see page 70) | 189 | 14 2 | 13 0 | 15 7 | 17 2 | 20 6 | 26 2 | 30 0 | 32 6 | 35 0 |

* Not including loading or unloading. — † Freights to be prepaid — ‡ The Goroke line shall be credited with the following rates per ton and separate minimums out of all traffic between Natimuk and other "Old Lines" stations, but only the actual Tariff rate with one minimum is to be charged for the through journey:—Class M, 2s.; Class A.P., 2s.; Special Agricultural Produce, 2s. 5d.; Class A, 3s.; Class B, 3s. 4d.; Class C, 3s. 10d.; Class 1, 4s. 10d.; Class 2, 4s. 5d.; Class 3, 6s. In no case, however, is the "Old Lines" proportion of any such charges to be less than one-half of the total amount collected.

GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark: | STATIONS. | Miles. | * Class M. | * Class A.P. | * Special A.P. Rate. | * Class A. | * Class B. | * Class C. | * Class 1. | * Class 2. | * Class 3. |
|--------|---|--------|------------------|--------------------|-------------------------------|------------------|------------------|------------------|------------------|------------------|------------------|
| P M | Port Melbourne and Graham-street (see page 80), Port Melbourne Pier (see pages 80 and 100). | 21 | s. d. 2 0 | s. d. 2 0 | s. d. 2 5 | s. d. 3 0 | s. d. 3 4 | s. d. 3 10 | s. d. 3 10 | s. d. 4 5 | s. d. 6 0 |
| P E | Pradley t | 136 | 9 | 11 2 | 13 5 | 13 2 | 24 3 | 33 6 | 49 3 | 62 2 | 82 2 |
| P S | Preston, Bell-street | 8 | 2 3 | 2 3 | 2 3 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| P U L | Pullut t (see page 71) | 281 | 18 8 | 15 0 | 18 0 | 20 8 | 40 6 | 63 7 | 85 9 | 106 0 | 131 2 |
| P D | Purdeet t | 201 | 15 2 | 13 8 | 16 5 | 22 2 | 25 5 | 31 2 | 35 0 | 37 6 | 40 0 |
| P G | Pyalong t | 502 | 4 10 | 6 3 | 7 6 | 8 10 | 11 7 | 17 1 | 20 11 | 26 5 | 34 5 |
| P H | Pyramid | 1542 | 12 0 | 11 8 | 14 0 | 19 11 | 26 11 | 43 4 | 55 10 | 70 7 | 93 3 |
| Q K | Quambatook | 191 | 14 5 | 13 2 | 15 10 | 23 3 | 31 10 | 49 11 | 66 4 | 83 10 | 112 0 |
| Q | Queenscliff | 672 | 5 8 | 6 9 | 8 1 | 9 5 | 10 6 | 12 9 | 13 3 | 18 0 | 23 11 |
| R B W. | Rainbow t (see page 71) | 2881 | 18 10 | 15 0 | 18 0 | 30 2 | 41 2 | 64 4 | 88 0 | 109 3 | 135 5 |
| R A | Ravenswood | 902 | 7 7 | 8 6 | 10 2 | 13 9 | 17 8 | 20 5 | 33 7 | 41 10 | 55 0 |
| R V | Raywood | 1192 | 9 8 | 10 2 | 12 2 | 16 9 | 22 0 | 34 2 | 43 2 | 55 0 | 72 6 |
| R J | Redesdale Junction | 60 | 5 0 | 6 3 | 7 6 | 9 5 | 12 2 | 17 8 | 22 0 | 27 6 | 36 3 |
| R E | Redesdale t | 761 | 6 5 | 7 6 | 9 0 | 11 7 | 15 5 | 22 7 | 28 1 | 35 3 | 46 6 |
| R L | Reddy Lake t | 1842 | 14 0 | 12 10 | 15 5 | 22 3 | 31 0 | 43 10 | 64 8 | 81 7 | 103 11 |
| R O | Riddell | 352 | 3 3 | 4 3 | 5 1 | 6 1 | 7 9 | 11 0 | 13 3 | 16 6 | 21 9 |
| R D | Ringwood | 152 | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 6 | 6 1 | 7 2 | 9 8 |
| R K | Rockbank t | 182 | 2 6 | 2 9 | 3 4 | 3 11 | 4 5 | 6 8 | 7 2 | 8 10 | 11 6 |
| R X | Rocky Lead t | 37 | 7 3 | 8 3 | 9 11 | 13 3 | 17 1 | 25 4 | 31 11 | 40 2 | 52 0 |
| R O | Rochester | 1387 | 11 0 | 11 2 | 13 5 | 18 6 | 24 8 | 39 8 | 49 9 | 63 10 | 84 0 |
| R B | Rokeby t | 691 | 5 10 | 7 0 | 8 5 | 11 0 | 13 9 | 20 5 | 25 11 | 31 11 | 40 0 |
| R M | Romsey | 402 | 3 7 | 4 9 | 5 8 | 6 8 | 8 10 | 12 8 | 14 11 | 18 9 | 24 9 |
| R Y | Rosebery t | 2681 | 18 5 | 14 8 | 17 7 | 23 10 | 39 4 | 62 6 | 82 6 | 105 11 | 139 11 |
| R S | Rosedale | 111 | 9 1 | 9 6 | 11 5 | 14 4 | 18 9 | 23 1 | 35 9 | 40 0 | 40 0 |
| R W | Rowley t | 342 | 3 2 | 4 3 | 5 1 | 6 1 | 7 9 | 11 0 | 12 8 | 16 0 | 21 2 |
| R U | Ruby t | 742 | 6 3 | 7 6 | 9 0 | 11 7 | 14 11 | 22 0 | 27 6 | 34 8 | 40 0 |
| R P | Rupanyup | 2062 | 15 6 | 13 8 | 16 5 | 24 7 | 33 4 | 50 4 | 65 3 | 79 6 | 103 4 |
| R H | Rushworth | 1042 | 8 8 | 9 3 | 11 1 | 15 4 | 20 0 | 30 3 | 38 6 | 48 5 | 63 5 |
| R | Rutherford | 1691 | 13 0 | 12 2 | 14 7 | 21 4 | 28 11 | 46 1 | 60 6 | 76 1 | 101 1 |
| S A I | Sailor's Falls t | 802 | 6 9 | 7 9 | 9 4 | 12 2 | 16 0 | 23 8 | 29 9 | 37 5 | 43 11 |
| S B | Sale (see page 80) | 1271 | 10 3 | 10 6 | 12 7 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| S A L | Salisbury (see page 71) t | 2042 | 18 4 | 14 8 | 17 7 | 28 7 | 39 0 | 55 0 | 66 11 | 87 1 | 102 0 |
| S A N | Sandford | 2642 | 18 4 | 14 8 | 17 7 | 28 7 | 39 0 | 55 0 | 66 11 | 87 1 | 102 0 |
| S H M | Sandringham | 11 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 5 6 | 6 0 | 6 0 | 6 8 |
| S D E | Scarsdale | 1131 | 9 4 | 9 6 | 11 6 | 14 11 | 19 4 | 25 7 | 33 7 | 38 1 | 46 6 |
| S L | Sea Lake t | 2377 | 17 7 | 14 2 | 17 0 | 26 9 | 36 6 | 53 6 | 79 3 | 101 0 | 136 6 |
| S E | Sebastian t | 1152 | 9 5 | 9 10 | 11 10 | 16 4 | 21 6 | 33 0 | 41 6 | 53 6 | 70 1 |
| S N | Serviceton (see page 71) | 3082 | 19 3 | 15 4 | 18 5 | 31 7 | 43 0 | 58 2 | 84 10 | 110 5 | 137 3 |
| S E V | Seville t | 322 | 3 0 | 3 9 | 4 6 | 5 6 | 7 2 | 10 6 | 12 2 | 15 5 | 19 11 |
| S | Seymour | 611 | 5 2 | 6 6 | 7 10 | 9 11 | 12 8 | 18 2 | 22 7 | 28 8 | 37 6 |
| S H P | Sheep Hills | 229 | 17 0 | 14 0 | 16 10 | 26 1 | 35 8 | 55 4 | 71 6 | 90 5 | 117 7 |
| S L B | Shelbourne | 992 | 8 4 | 9 0 | 10 10 | 14 11 | 19 3 | 28 8 | 36 11 | 45 8 | 60 5 |
| S P | Shepparton | 1122 | 9 3 | 9 6 | 11 5 | 16 1 | 21 1 | 32 6 | 41 3 | 51 9 | 68 3 |
| S M I | Smythesdale t | 111 | 9 1 | 9 6 | 11 5 | 14 11 | 18 10 | 25 0 | 33 0 | 41 3 | 51 9 |
| S V | Somersville | 352 | 3 1 | 3 9 | 4 6 | 5 6 | 7 2 | 10 6 | 12 8 | 15 5 | 19 9 |
| S B N | South Brighton | 102 | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 5 6 | 6 0 | 6 8 |
| S O B | South Brunswick | 4 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| S E L | South Elmore t | 1242 | 10 0 | 10 2 | 12 2 | 17 2 | 22 9 | 35 9 | 44 10 | 57 3 | 75 6 |
| S G | South Geelong | 46 | 4 0 | 5 3 | 5 4 | 5 7 | 5 7 | 5 7 | 5 7 | 8 1 | 10 8 |
| S O U | South Heathcote t | 712 | 6 0 | 7 3 | 8 8 | 11 0 | 14 4 | 20 11 | 26 5 | 33 0 | 43 6 |
| S M G | South Morang t | 152 | 2 6 | 2 9 | 3 4 | 3 11 | 4 5 | 6 8 | 7 2 | 8 10 | 11 6 |
| S Y E | South Yan Yean | 212 | 2 6 | 3 0 | 3 7 | 4 5 | 5 0 | 7 2 | 8 3 | 9 11 | 13 4 |
| S P D | Spottiswoode | 52 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| S T | Springhurst | 160 | 12 4 | 11 10 | 14 3 | 20 5 | 27 6 | 44 3 | 57 9 | 72 5 | 95 11 |
| S R | Springvale | 142 | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 6 | 6 0 | 7 2 | 9 1 |
| S T A | St. Albans | 112 | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 5 6 | 6 0 | 7 3 |
| S A | St. Arnaud | 1582 | 12 4 | 11 10 | 14 2 | 20 4 | 27 5 | 44 0 | 56 0 | 69 1 | 90 0 |
| S W | Stawell | 172 | 13 2 | 12 6 | 15 0 | 21 6 | 28 7 | 41 6 | 50 7 | 63 0 | 82 2 |
| S J | St. James | 1412 | 11 2 | 11 4 | 13 7 | 18 9 | 25 1 | 40 2 | 52 3 | 64 11 | 85 10 |
| S T K | St. Kilda | 32 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| S D | Stoneyford t | 111 | 9 1 | 9 6 | 11 5 | 14 7 | 17 5 | 23 11 | 27 10 | 32 6 | 35 0 |
| S C | Stony Creek | 891 | 7 6 | 8 3 | 9 11 | 13 9 | 17 8 | 25 11 | 33 0 | 40 0 | 40 0 |
| S O | Stony Point (see page 74) | 452 | 4 0 | 5 3 | 5 6 | 5 6 | 5 6 | 10 0 | 10 0 | 12 6 | 12 6 |
| — | Strangray (see page 80) | 822 | | | | | | | | | |
| S T D | Stratford | 1372 | 10 11 | 11 2 | 13 5 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| S X | Strathmerton | 1451 | 11 5 | 11 6 | 13 10 | 19 1 | 25 7 | 41 3 | 53 5 | 67 2 | 83 3 |

* Not including loading or unloading.

† Freights to be prepaid.

GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark. | STATIONS. | Miles. | Class M | Class A.P. | Special A.P. Rate. | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|-----------------------------|--------|---------|------------|--------------------|----------|----------|----------|----------|----------|----------|
| | | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| SK | Sulky † | 103 | 8 7 | 9 0 | 10 10 | 14 4 | 17 8 | 23 2 | 26 4 | 33 9 | 42 3 |
| SI | Sunbury | 233 | 2 6 | 3 3 | 3 11 | 4 5 | 5 6 | 7 9 | 8 10 | 11 0 | 14 6 |
| SZ | Surrey Hills | 73 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| SU | Sutherland † | 1651 | 12 9 | 12 2 | 14 7 | 20 11 | 28 4 | 45 4 | 67 9 | 72 4 | 94 3 |
| SH | Swan Hill | 214 | 16 0 | 13 10 | 16 7 | 25 2 | 34 5 | 54 4 | 72 11 | 92 7 | 124 6 |
| SQ | Swanwater † | 170 | 13 0 | 12 2 | 14 7 | 21 4 | 28 11 | 46 1 | 69 5 | 74 7 | 97 3 |
| SY | Sydenham | 15 | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 6 | 5 6 | 7 2 | 9 1 |
| TK | Tabilk † | 74 | 6 2 | 7 3 | 8 8 | 11 7 | 14 11 | 21 6 | 27 0 | 34 2 | 44 9 |
| TQ | Tabbot | 1204 | 9 9 | 10 2 | 12 2 | 16 10 | 22 1 | 30 0 | 35 2 | 43 9 | 56 10 |
| TA | Tallangatta | 212 | 15 11 | 13 10 | 16 7 | 25 0 | 34 3 | 53 11 | 72 4 | 91 11 | 123 6 |
| TL | Tallaroak | 56 | 4 9 | 6 3 | 7 6 | 8 10 | 11 7 | 16 0 | 20 5 | 25 11 | 33 10 |
| TD | Tallygaroopna | 123 | 10 6 | 10 2 | 12 2 | 17 1 | 22 7 | 35 3 | 45 8 | 56 8 | 74 11 |
| TDP | Tandarra † | 127 | 10 2 | 10 6 | 12 7 | 17 4 | 23 1 | 36 4 | 45 11 | 58 4 | 76 0 |
| TDL | Tandale | 673 | 5 8 | 6 9 | 8 1 | 10 6 | 13 9 | 19 10 | 24 9 | 31 5 | 41 1 |
| TG | Tarnagulla | 130 | 10 9 | 11 2 | 13 5 | 18 2 | 24 3 | 38 6 | 47 3 | 59 2 | 76 9 |
| TIN | Tarranginnie (see page 71)† | 277 | 18 7 | 14 10 | 17 10 | 29 0 | 40 2 | 51 0 | 72 2 | 93 2 | 111 5 |
| TYK | Tarranyurk † (see page 71)† | 264 | 18 4 | 14 8 | 17 7 | 28 5 | 38 11 | 61 9 | 80 1 | 98 3 | 129 11 |
| TAR | Tarrawarra † | 34 | 3 1 | 3 9 | 4 6 | 6 1 | 7 2 | 10 6 | 12 8 | 15 5 | 20 7 |
| TWG | Tarrawingee † | 1574 | 12 3 | 11 10 | 14 2 | 20 2 | 27 3 | 43 10 | 57 3 | 71 9 | 94 10 |
| TWN | Tarwin † | 80 | 7 2 | 8 0 | 9 7 | 13 3 | 17 1 | 24 9 | 31 5 | 39 8 | 40 0 |
| TU | Tatura | 110 | 9 0 | 9 6 | 11 5 | 15 10 | 20 8 | 31 5 | 40 2 | 50 8 | 66 6 |
| TED | Tedd waddy † | 1783 | 13 8 | 12 8 | 15 2 | 22 2 | 30 2 | 47 8 | 63 0 | 79 5 | 105 9 |
| TE | Telford † | 1643 | 12 0 | 11 8 | 14 0 | 19 11 | 26 11 | 43 4 | 56 5 | 70 7 | 93 3 |
| ENG | Terang | 1374 | 10 11 | 11 2 | 13 5 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| TEN | Thomastown † | 124 | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 5 0 | 6 1 | 7 10 |
| TH | Thorpdale † | 913 | 7 8 | 8 6 | 10 2 | 13 9 | 18 2 | 23 5 | 33 7 | 40 0 | 40 0 |
| TIM | Thurlston † | 149 | 11 8 | 11 6 | 13 10 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| TI | Tiamba | 1264 | 10 2 | 10 6 | 12 7 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| TOC | Tocumwal Bridge | 1562 | 12 1 | 11 10 | 14 2 | 20 0 | 27 0 | 43 6 | 56 8 | 71 0 | 93 10 |
| TJ | Tongala | 1304 | 10 5 | 10 10 | 13 0 | 17 9 | 23 7 | 37 5 | 47 11 | 60 0 | 79 2 |
| TBC | Tooborac | 63 | 5 3 | 6 6 | 7 10 | 9 11 | 12 8 | 18 9 | 23 2 | 29 2 | 38 1 |
| TLA | Tootamba | 103 | 8 7 | 9 0 | 10 10 | 15 2 | 19 9 | 29 9 | 38 0 | 47 4 | 62 3 |
| TB | Toongabbie | 1083 | 9 0 | 9 2 | 11 1 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| TOA | Toora | 1134 | 9 4 | 9 6 | 11 5 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| TDN | Tooradin † | 352 | 3 3 | 3 4 | 3 5 | 5 1 | 6 1 | 7 9 | 11 0 | 13 3 | 16 6 |
| TO | Toorak | 4 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| TGA | Toorong † | 51 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| LO | Tourville † | 106 | 8 9 | 9 3 | 11 1 | 15 5 | 19 4 | 26 2 | 33 8 | 37 2 | 47 9 |
| TRA | Traarwool † | 623 | 5 3 | 6 0 | 7 10 | 9 11 | 12 8 | 18 9 | 23 2 | 29 2 | 38 1 |
| TW | Trafalgar | 733 | 6 2 | 7 3 | 8 8 | 11 7 | 14 11 | 21 6 | 27 0 | 34 2 | 40 0 |
| TRG | Tragowel † | 1704 | 13 1 | 12 6 | 15 0 | 21 5 | 29 1 | 46 3 | 60 10 | 76 6 | 101 7 |
| TN | Traralgon | 97 | 8 1 | 8 9 | 10 6 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| TR | Trarwalla | 1193 | 9 8 | 10 2 | 12 2 | 16 0 | 20 5 | 27 3 | 31 4 | 39 4 | 50 9 |
| TM | Trenttham | 631 | 5 4 | 6 6 | 7 10 | 9 11 | 12 8 | 18 9 | 23 2 | 29 2 | 38 1 |
| T | Tungamah | 1494 | 11 8 | 11 6 | 13 10 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| TX | Tunstall † | 124 | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 5 0 | 6 1 | 7 10 |
| TV | Tyabb † | 361 | 3 4 | 4 6 | 5 5 | 6 1 | 7 9 | 11 7 | 13 9 | 16 11 | 18 6 |
| TY | Tylden † | 563 | 4 10 | 6 3 | 7 6 | 8 10 | 11 7 | 17 1 | 20 11 | 26 5 | 34 5 |
| TZ | Tynong † | 43 | 3 9 | 5 0 | 6 0 | 7 2 | 8 10 | 13 3 | 16 0 | 19 10 | 26 0 |
| TCK | Tyrell Creek † | 200 | 15 0 | 13 4 | 16 0 | 24 1 | 33 0 | 51 7 | 68 9 | 87 1 | 116 9 |
| UL | Ultima † | 2211 | 16 6 | 14 0 | 16 10 | 25 7 | 35 1 | 55 7 | 74 10 | 95 2 | 123 2 |
| UG | Upper Ferntree Gully | 221 | 2 6 | 3 0 | 3 7 | 4 5 | 5 6 | 7 9 | 8 3 | 10 6 | 13 11 |
| VE | Vectis † | 2333 | 17 4 | 14 2 | 17 0 | 26 5 | 36 2 | 56 3 | 72 10 | 92 7 | 120 8 |
| V | Victoria Dock (see page 30) | | | | | | | | | | |
| VK | Victoria Park | 23 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| VT | Violet Town | 105 | 8 8 | 9 3 | 11 1 | 15 4 | 20 0 | 30 3 | 38 6 | 48 5 | 63 5 |
| WG | Wahgunyah | 174 | 13 4 | 12 6 | 15 0 | 21 8 | 29 6 | 46 9 | 61 8 | 77 7 | 103 2 |
| WQ | Wahring | 844 | 7 1 | 8 0 | 9 7 | 12 8 | 16 6 | 24 9 | 31 5 | 39 1 | 51 4 |
| WA | Waata † | 140 | 11 0 | 11 2 | 13 5 | 18 7 | 24 9 | 39 8 | 51 2 | 64 5 | 84 7 |
| WAI | Wail † | 2411 | 17 10 | 14 4 | 17 2 | 27 0 | 36 11 | 57 9 | 75 1 | 95 11 | 116 0 |
| WC | Wallace | 611 | 5 2 | 6 6 | 7 10 | 9 11 | 12 8 | 18 9 | 23 2 | 29 2 | 38 1 |
| WK | Wallan | 297 | 2 9 | 3 0 | 4 2 | 5 6 | 6 8 | 9 5 | 11 0 | 13 9 | 18 2 |
| WAL | Wal Wal † | 1914 | 14 6 | 13 2 | 15 10 | 23 4 | 31 4 | 47 0 | 57 2 | 71 10 | 93 8 |
| WAN | Wandin † | 304 | 2 10 | 3 9 | 4 6 | 5 6 | 6 8 | 9 11 | 11 7 | 14 4 | 18 9 |
| WJ | Wandong | 341 | 3 2 | 4 3 | 5 1 | 6 1 | 7 9 | 11 0 | 12 8 | 16 0 | 21 2 |
| W | Wangaratta | 1453 | 11 5 | 11 6 | 13 10 | 17 2 | 20 5 | 26 2 | 30 0 | 32 6 | 35 0 |
| WV | Wannon † | 2323 | 17 3 | 14 2 | 17 0 | 26 5 | 36 2 | 56 3 | 72 10 | 92 7 | 120 8 |
| WX | Waranga † | 99 | 8 3 | 8 9 | 10 6 | 14 11 | 19 3 | 28 8 | 36 4 | 45 8 | 59 10 |
| WAR | Warburton | 474 | 4 2 | 5 3 | 6 4 | 7 9 | 9 11 | 14 4 | 17 8 | 22 0 | 29 0 |
| WAK | Warnecoort | 57 | 7 3 | 8 3 | 9 11 | 11 3 | 13 6 | 17 8 | 20 5 | 26 8 | 33 10 |
| WL | Warracknabeal | 239 | 17 8 | 14 2 | 17 0 | 26 10 | 36 7 | 57 2 | 74 3 | 94 10 | 123 8 |
| WI | Warragul | 61 | 5 1 | 6 3 | 7 6 | 9 5 | 12 2 | 18 2 | 22 7 | 28 1 | 36 10 |

* Not including loading or unloading.

† Freights to be prepaid.

GOODS RATES FROM AND TO MELBOURNE, ETC.—continued.

| Mark. | STATIONS. | Miles. | Class M. | Class A. | Special A.P. Rate. | Class A. | Class B. | Class C. | Class L. | Class 2. | Class 3. |
|-------|-----------------------------------|--------|----------|----------|--------------------|----------|----------|----------|----------|----------|----------|
| | | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| WYN | Warrayadin † | 158½ | 12 4 | 11 10 | 14 2 | 20 4 | 26 9 | 37 8 | 45 1 | 57 0 | 73 9 |
| WHP | Warrenheip | 92 | 7 8 | 8 0 | 10 2 | 11 7 | 14 11 | 19 0 | 22 6 | 28 4 | 36 3 |
| WNB | Warrnambool (see page 80) | 106 | 12 9 | 12 2 | 14 7 | 17 2 | 20 5 | 26 2 | 30 0 | 32 0 | 40 0 |
| WNG | Warrong † | 179 | 13 8 | 12 8 | 15 2 | 22 2 | 25 5 | 31 2 | 35 0 | 37 0 | 46 0 |
| WCH | Watchem | 202½ | 15 3 | 13 8 | 16 5 | 24 4 | 33 4 | 52 1 | 59 7 | 88 3 | 116 7 |
| WHA | Watchuppa † | 234½ | 17 4 | 14 2 | 17 0 | 26 0 | 36 3 | 58 0 | 78 5 | 99 11 | 134 11 |
| WAJ | Waibra † | 117½ | 9 7 | 9 10 | 11 10 | 16 0 | 19 11 | 26 8 | 30 9 | 38 3 | 49 7 |
| WJN | Wedderburn Junction | 146 | 11 5 | 11 6 | 13 10 | 19 1 | 25 7 | 41 3 | 53 1 | 67 2 | 88 3 |
| WED | Wedderburn | 160½ | 11 9 | 11 8 | 14 0 | 19 7 | 26 4 | 42 7 | 54 2 | 69 4 | 91 2 |
| WEA | Weeaprounah (see page 142) † | | | | | | | | | | |
| WER | Weerite † | 117½ | 9 7 | 9 10 | 11 10 | 15 8 | 19 0 | 26 2 | 30 0 | 32 6 | 35 0 |
| WPL | Welshpool (see page 81) † | 110½ | 9 8 | 10 2 | 12 2 | 14 4 | 18 9 | 28 1 | 35 9 | 40 0 | 40 0 |
| WER | Werribee | 104 | 2 6 | 2 9 | 3 4 | 3 11 | 5 0 | 6 8 | 7 2 | 9 5 | 12 1 |
| WES | West Warburton † | 44½ | 3 11 | 5 0 | 6 0 | 7 2 | 9 5 | 13 9 | 16 0 | 20 11 | 27 2 |
| WLW | Whitlaw † | 60½ | 5 7 | 6 9 | 8 1 | 10 6 | 13 3 | 19 10 | 24 9 | 30 10 | 40 0 |
| WFD | Whitfield (see page 141). | | | | | | | | | | |
| WS | Whittlesea | 27½ | 2 8 | 3 3 | 4 2 | 5 0 | 6 1 | 8 10 | 10 6 | 13 8 | 16 11 |
| WHL | Whoores † | 57½ | 7 4 | 8 3 | 9 11 | 12 2 | 13 10 | 18 3 | 21 0 | 27 4 | 35 0 |
| WRD | Whroo-road † | 96 | 8 0 | 8 9 | 10 6 | 14 4 | 18 9 | 27 6 | 35 3 | 44 0 | 58 0 |
| WIK | Wickliffe-road | 176½ | 13 6 | 12 8 | 15 2 | 21 11 | 29 3 | 43 2 | 51 0 | 57 11 | 60 7 |
| WPF | Williamstown Pier (see page 109). | | | | | | | | | | |
| WVN | Willowmavin † | 46 | 4 0 | 5 3 | 6 4 | 7 9 | 9 5 | 13 9 | 17 1 | 20 11 | 27 10 |
| WH | Winchelsea | 70½ | 6 11 | 7 0 | 8 5 | 10 0 | 11 1 | 13 3 | 14 5 | 19 8 | 25 9 |
| WHT | Windermere † | 106 | 8 9 | 9 3 | 11 1 | 14 4 | 18 3 | 23 4 | 26 4 | 32 9 | 42 3 |
| WIN | Windsor | 4 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| WNT | Winton † | 127 | 10 2 | 10 0 | 12 7 | 17 4 | 23 1 | 36 4 | 46 9 | 58 4 | 76 9 |
| WOD | Wodonga | 187 | 14 2 | 13 0 | 16 7 | 22 10 | 31 4 | 49 2 | 65 3 | 82 4 | 100 11 |
| WOM | Wombat † | 85 | 7 1 | 8 0 | 9 7 | 12 8 | 16 6 | 24 9 | 31 5 | 39 1 | 51 4 |
| WOA | Woodaja † | 180½ | 13 9 | 12 10 | 15 5 | 22 4 | 30 6 | 48 1 | 63 7 | 80 2 | 106 10 |
| WOB | Woodburn † | 78½ | 6 7 | 7 9 | 9 4 | 12 2 | 15 5 | 23 2 | 29 2 | 36 4 | 47 9 |
| WE | Woodend | 48½ | 4 3 | 5 6 | 6 7 | 7 9 | 9 11 | 14 11 | 18 2 | 22 7 | 29 7 |
| WPF | Woodfield † | 114½ | 9 4 | 9 10 | 11 10 | 16 3 | 21 5 | 33 0 | 42 5 | 52 10 | 69 6 |
| WSP | Woodthorpe † | 185 | 14 0 | 12 10 | 15 5 | 22 2 | 30 5 | 48 1 | 63 0 | 80 0 | 106 0 |
| WML | Woomelang | 241 | 17 9 | 14 4 | 17 2 | 20 11 | 36 10 | 59 1 | 80 1 | 102 2 | 138 1 |
| WYK | Woori Yallock † | 37½ | 3 5 | 4 0 | 5 5 | 6 8 | 8 3 | 11 7 | 13 9 | 17 8 | 23 0 |
| WJO | Wooragee † | 179 | 13 8 | 12 8 | 15 2 | 22 2 | 30 2 | 47 8 | 63 0 | 79 5 | 105 9 |
| WU | Wunghnu | 129 | 10 4 | 10 6 | 12 7 | 17 7 | 23 4 | 36 11 | 47 4 | 59 5 | 77 11 |
| WY | Wycheproof | 190 | 14 4 | 13 0 | 15 7 | 23 2 | 31 8 | 49 9 | 66 0 | 83 5 | 111 6 |
| WZ | Wycheproof | 159½ | 12 4 | 11 10 | 14 2 | 20 5 | 27 6 | 44 3 | 57 6 | 72 5 | 95 11 |
| YN | Yabba North † | 138½ | 11 0 | 11 2 | 13 5 | 18 6 | 24 8 | 39 8 | 51 2 | 63 10 | 84 0 |
| YS | Yabba South † | 133½ | 10 8 | 10 10 | 13 0 | 18 0 | 24 0 | 38 0 | 49 0 | 61 8 | 81 0 |
| YA | Yackandandah | 184½ | 14 0 | 12 10 | 15 5 | 22 8 | 31 0 | 48 10 | 64 8 | 81 7 | 108 11 |
| YE | Yan Yean † | 23½ | 2 6 | 3 3 | 3 11 | 4 5 | 5 6 | 7 9 | 8 10 | 11 0 | 14 6 |
| YK | Yarek † | 97 | 8 1 | 8 9 | 10 6 | 14 4 | 18 9 | 28 1 | 35 9 | 44 7 | 58 7 |
| YL | Yarra Glen | 30½ | 2 10 | 3 9 | 4 0 | 5 6 | 6 8 | 8 3 | 9 11 | 11 7 | 14 4 |
| YO | Yarragon | 68½ | 5 9 | 6 9 | 8 1 | 10 6 | 13 9 | 20 5 | 25 4 | 31 11 | 40 0 |
| YJT | Yarra Junction † | 42½ | 3 9 | 5 0 | 6 0 | 7 2 | 8 10 | 13 3 | 16 0 | 19 10 | 26 0 |
| YV | Yarraville | 4½ | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| YG | Yarrowonga | 161½ | 12 6 | 12 0 | 14 5 | 20 7 | 27 10 | 44 7 | 58 4 | 73 2 | 96 11 |
| YH | Yarroweyah | 150 | 11 8 | 11 6 | 13 10 | 19 6 | 26 2 | 42 5 | 55 0 | 68 0 | 90 8 |
| YC | Yatchaw † | 220½ | 16 5 | 14 0 | 16 10 | 22 2 | 25 5 | 31 2 | 35 0 | 37 0 | 40 0 |
| YU | Yaugher † | 102½ | 8 7 | 9 0 | 10 10 | 14 5 | 16 7 | 22 1 | 26 6 | 32 6 | 35 0 |
| YV | Yea | 79½ | 6 8 | 7 9 | 9 4 | 12 2 | 16 0 | 23 2 | 29 2 | 36 11 | 48 4 |
| YI | Yering | 28½ | 2 9 | 3 6 | 4 2 | 5 0 | 6 8 | 9 5 | 10 6 | 13 3 | 17 6 |
| YD | Yendon | 86½ | 7 3 | 8 3 | 9 14 | 11 7 | 14 5 | 18 9 | 22 1 | 28 4 | 36 3 |
| YR | Yinnar † | 96 | 8 0 | 8 9 | 10 6 | 14 4 | 18 9 | 27 6 | 35 3 | 40 0 | 40 0 |
| YM | Yonanmite † | 141½ | 11 2 | 11 4 | 13 7 | 18 9 | 25 1 | 40 2 | 52 3 | 64 11 | 85 10 |

* Not including loading or unloading.

† Freight to be prepaid.

GOODS RATES, PER TON, BETWEEN MELBOURNE AND THE UNDERMENTIONED "LOCAL RATES" STATIONS.

See Page 64.

NATIMUK AND GOROKE LINE.

All at Owner's risk.

| Mark. | STATIONS. | Miles. | Class M. | Class A.P. | Special A.P. Rate.* | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|--------------------|--------|-------------|---------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Melbourne and— | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| | East Natimuk | 230½ | 17 8 | 14 2 | 17 0 | 26 10 | 36 8 | 57 4 | 74 6 | 95 3 | 124 3 |
| | East Natimuk and— | | | | | | | | | | |
| A S | Ararat | 67½ | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| M L K | Mitre Lake | 10½ | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 4 5 | 5 0 | 6 3 |
| G N | Gymbowent | 21½ | 2 6 | 3 0 | 3 7 | 4 5 | 5 0 | 7 2 | 8 3 | 9 11 | 13 4 |
| G K | Goroket | 28½ | 2 9 | 3 6 | 4 2 | 5 0 | 6 8 | 9 6 | 10 6 | 13 3 | 17 6 |

The Goroke line shall be credited with the following rates per ton and separate minimums out of all traffic between Natimuk and other "Old Lines" stations, but only the actual Tariff rate with one minimum shall be charged for the through journey:—Class M, 2s.; Class A.P., 2s.; Special Agricultural Produce, 2s. 5d.; Class A, 3s.; Class B, 3s. 4d.; Class C, 3s. 10d.; Class 1, 3s. 10d.; Class 2, 4s. 5d.; Class 3, 6s. In no case, however, is the "Old Lines" proportion of any such charges to be less than one-half of the total amount collected.

HEIDELBERG AND ELTHAM LINE.

All at Owner's risk.

| | | | | | | | | | | | |
|------|----------------------|----|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Melbourne and— | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| | Heidelberg | 8 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| GR B | Heidelberg and— | 5½ | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| EL T | Greensborough† | 8½ | 2 6 | 2 6 | 3 0 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| | Eltham† | | | | | | | | | | |

WANGARATTA AND WHITFIELD LINE.

All at Owner's risk.

| | | | | | | | | | | | |
|-------|------------------|------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Melbourne and— | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| | Wangaratta | 145½ | 11 5 | 11 6 | 13 10 | 19 1 | 25 7 | 41 3 | 53 5 | 67 2 | 88 3 |
| | Wangaratta and— | | | | | | | | | | |
| W | Oxley | 67 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| O X | Docker | 124 | 2 6 | 2 6 | 3 0 | 3 4 | 3 4 | 4 5 | 5 0 | 6 1 | 7 10 |
| D O C | Moyhu | 163 | 2 6 | 2 9 | 3 4 | 3 4 | 4 5 | 6 1 | 6 1 | 7 9 | 10 3 |
| M H U | Edi | 22 | 2 6 | 3 0 | 3 7 | 4 5 | 5 0 | 7 2 | 8 3 | 9 11 | 13 4 |
| ED | Whitfield | 30½ | 2 10 | 3 9 | 4 6 | 5 6 | 6 8 | 9 11 | 11 7 | 14 4 | 18 9 |
| W F D | | | | | | | | | | | |

UPPER FERN TREE GULLY AND GEMBROOK LINE.

All at Owner's risk.

| | | | | | | | | | | | |
|-------|----------------------------|-----|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| | Melbourne and— | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| | Upper Fern Tree Gully .. | 22½ | 2 6 | 3 0 | 3 7 | 4 5 | 5 6 | 7 9 | 8 3 | 10 6 | 13 11 |
| | Upper Fern Tree Gully and— | | | | | | | | | | |
| U G | Belgrave† | 3 | 2 0 | 2 0 | 2 5 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| B E L | Aurat | 7 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| A U R | Emerald† | 24 | 2 6 | 2 6 | 3 0 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| E M D | Cockatoo† | 14 | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 0 | 5 0 | 6 8 | 8 6 |
| C O K | Gembrook† | 18 | 2 6 | 2 9 | 3 4 | 3 11 | 4 5 | 6 1 | 6 8 | 8 3 | 10 11 |
| G M | | | | | | | | | | | |

* Not including loading or unloading.

† Freight to be prepaid.

GOODS RATES, PER TON, BETWEEN MELBOURNE AND THE UNDER-
MENTIONED "LOCAL RATES" STATIONS—*continued.*

See page 64.

COLAC AND BEECH FOREST LINE.

All at Owner's risk.

| Mark. | STATIONS. | Miles. | Class M. * | Class A.P.* | Special A.P. Rate.* | Class A. | Class B. | Class C. | Class 1. | Class 2. | Class 3. |
|-------|----------------------|--------|---------------|----------------|---------------------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | Melbourne and— | | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. | s. d. |
| | Colac | 95½ | 8 0 | 8 0 | 10 6 | 11 3 | 13 6 | 18 5 | 21 9 | 26 8 | 33 10 |
| | Colac and— | | | | | | | | | | |
| R N K | Barongarook † | 7 | 2 3 | 2 3 | 2 8 | 3 0 | 3 4 | 3 10 | 3 10 | 4 5 | 6 0 |
| K A W | Kawarren † | 13½ | 2 6 | 2 6 | 3 0 | 3 4 | 3 11 | 5 0 | 5 0 | 6 8 | 8 6 |
| G B D | Gellibrand † | 17½ | 2 6 | 2 9 | 3 4 | 3 11 | 4 5 | 6 1 | 6 8 | 8 3 | 10 11 |
| B N L | Banool † | 21 | 2 6 | 3 0 | 3 7 | 3 11 | 5 0 | 7 2 | 7 9 | 9 11 | 12 8 |
| W E A | Weeaprainah † | 26½ | 2 7 | 3 6 | 4 2 | 5 0 | 6 1 | 8 10 | 9 11 | 12 8 | 16 4 |
| B F T | Beech Forest † | 29½ | 2 9 | 3 0 | 4 2 | 5 6 | 6 8 | 9 5 | 11 0 | 13 9 | 18 2 |

* Not including loading or unloading.

† Freights to be prepaid.

In witness whereof the Common Seal of the Victorian Railways Commissioners
was affixed hereto this 22nd day of July, in the year of our Lord One
thousand nine hundred and five, in the presence of—

THOS. TAIT,
Chairman.

W. FITZPATRICK,
Commissioner.

C. HUDSON,
Commissioner.

(L.S.)

Confirmed by the Governor in Council
the 25th July, 1905.

ROBERT S. ROGERS,
Clerk of the Executive Council.

By Authority: ROBT. S. BRAIN, Government Printer, Melbourne.

